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EKTACHROME: JACK WHEELIHAN

TWO KODACHROMES: DAVID GOODHEART

SUPPORTING THE TROOPS, UP debuted "Desert Victory" SD40-2 3593 in full camouflage (below) at North Little Rock, Ark., on February 27. On March 10, BN unveiled SD60M "1991" in red, white & blue at Chicago (above). Decorations on the BN unit include a special herald (left) on the long hood and U.S. flags on the cabs (below left), which have also been applied to BN's commuter E-units. See page 42.

Railnews

KODACHROME: GLENN LINDBERG

BRILL BULLETS & THE RED ARROW LINES

Kaplan

NEW BRILL BULLETS & THE RED ARROW LINES

Frank Pfuhler captured Philadelphia's Interurban transit lines in their prime in 1955. His Beautifully photographed, razor sharp images have frozen for history what was, at that time, one of the best managed and most successful traction empires in the nation. West of Philadelphia lay the Red Arrow high speed electric lines. The Sharon Hill, the Media and Ardmore Routes are covered in detail as they traversed what was then rural countryside. The second half of this tape depicts the high speed, third rail Norristown line - the home of the celebrated Brill Bullets. See the original Strafford line cars in action. Complete coverage of the entire main line between 69th Street and Norristown with the authentic whine and all the characteristic ambiance that only a Brill Bullet could create.

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From the dozens of lines operated by the Philadelphia Transportation Company, Frank Pfuhler has selected eight of the most interesting routes. Here are some.

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ROUTE 52: North from the Schuylkill River in old double-enders on Chelton Road.

ROUTE 6: From Olney Terminal at the subway's northern end into the countryside on private right of way all the way to Willow Grove.

ROUTE 20: From Olney Terminal south the entire length of the city to the Delaware River and the Navy Yard.

ROUTE 42: All the way across the center of Philadelphia from the Delaware River, over the Schuylkill River to Cobbs Creek.

A detailed study of the Market Street crossing of the Schuylkill where the subway and five different trolley routes funnel together and dive underground en route to City Hall.

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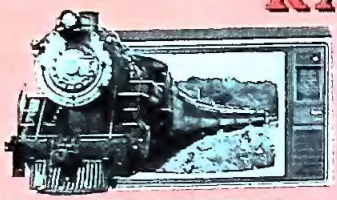

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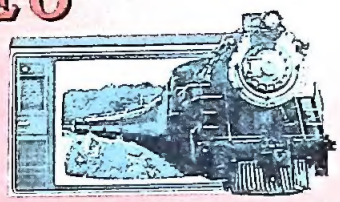

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Port Deposit-Amtrak "Oak" (SD40) 1 hr. 33.45
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"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride. Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J., Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations. Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Frieght trackside action from Colonia to Trenton, New Jersey. Color, Sound, One Hour $33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment. Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour..33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour $33.45

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"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour ...33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive! Color and B/W, Sound, One Hour $33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service. Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's. B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown. Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950. Color, B&W, Background Music, One Hour 33.45

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2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
2. **"Fast Freight"** Produced by the AAR
3. **"Coast To Coast In 48 Hours"** Produced by the PRR
4. **"Snow And Steam"** Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
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"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp.
4. **"Easy Does It"** Produced by the AAR
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"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J.+Vintage PRSL footage. Color, B&W, Sound, One Hour 33.45
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Part 2 - Color, Sound, One Hour $33.45

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From the Publisher's desk: Postcards

I've collected many old postcards featuring points of railroad interest such as Lucin Cutoff, Harper's Ferry, Feather River Canyon, Mount Washington Cog Railway, Mount Pisgah Plane and many more, mostly with a steam train in the view. Many postcards show local railroad stations, or the giant terminals such as Grand Central, Dearborn, Kansas City or Los Angeles. Other cards showed streetcars in front of famous old landmarks. Railroads offered famous train and scenic cards to customers free. I have one old embossed card showing the *20th Century Limited*. Amtrak carries on the free postcard tradition in their First Class service.

The earlier cards were mostly of two types. Photographic cards often had hand lettering inked on the negative and were created by local photographers in limited quantities for resale in local stores. Four-color lithographed cards by companies such as Curt Teich were made from retouched photographs. Many cards around 1910 were imported from Germany, and I have several cards from the same original photo which have different colors.

Not too many years ago antique shops sold theme cards for 10¢ each. Depending on the card's rarity, dealer's whim or the railroad's popularity, you can expect to pay from $1 to $10 for such cards today. Antique shops usually have their card collections in boxes catalogued according to subject. Look for train scenes under "railroads" or "trolleys," but don't forget to look under "cities" and "states." Railroad postcards are often found at train meets, as well. Antique shops may overcharge, but if you want a card badly enough, don't let it get away. You may never find it again.

A good place to start a collection is by digging through old family files or photo albums. One set of historical loco postcards was offered by Penn Publications (now part of Carstens Publications, Inc.) but are long out of print. Many railroad and early aviation cards in my collection came from my father-in-law's collection which he acquired on business travel in the 1930s. He also left many railroad tickets and brochures.

The easiest way to start a railroad postcard collection today would be to send for Audio-Visual Designs' price list. Audio- Visual offers about 500 full color cards made from color slides showing locos, trolleys and rail scenes. Audio-Visual drops some cards each year to make room for new cards, making the discontinued cards collector items. There are many other firms who offer or have offered such modern cards, among them Curteichcolor, Parlor Car Enterprises, Valley Views, Mary Janes's, Md. Ry. Antique Co., JBC Visuals, Yankee Colour Corp., Scheller Co., W. S. Crocker Co., Shirley Burman, Haertline Graphics, Forward's Color Productions and Barnard. There are many others.

Postcards traditionally came in the standard size, but there is also a larger continental size, 4x6 and jumbo cards. There were also postbooks containing strips of eight or twelve views folded into a small package. These sometimes contained scenes through which trains passed. You can't collect them all, and it's best to specialize in a favorite railroad or locale insofar as the oldies are concerned. And, no, I don't want to sell my New York, Ontario & Western cards!

RAILFAN & RAILROAD

June 1991/vol.10 no.6

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Cover

The classic image of the Santa Fe "warbonnet" passenger livery, designed by General Motors stylist Leland Knickerbocker for the *Super Chief* E1A's of 1937 and retired with the coming of Amtrak in 1971, has been reborn in the form of new "Super Fleet" GP60Ms and Dash 8-40BWs for the Santa Fe's hottest intermodal trains. On December 2, 1990, Dash 8-40BWs 527 and 556 were posed at the intermodal yard in San Bernardino for a company photo session. For a first-hand look at the new GEs and a ride over Cajon Pass on the Super Fleet, see Bruce Kelly's article beginning on page 54. Kodachrome: Bruce Kelly.

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Fanmail

Not a NYC caboose

On page 65 of the March 1991 issue there is a photo by Jim Boyd of "the ex-NYC bay window caboose on eastbound local WAPI-10." This is not correct. Closer inspection will reveal that this cabin is No.21290, an N21. The ex-NYC bay window cabooses were Conrail classes N7, N7A, N7B or N7C. On the other hand, the N21s were built new for Conrail in 1978 by the Fruit Growers Express Company. A total of 113 were constructed, 21201-21313. While they were similar in appearance to the ex-NYC bay window cabooses, the N21s marked the end of an era as they were the last new cabooses built for Conrail.

JOSH MUSSER
East Earl, Pa.

Enjoyed Patagonia

Congratulations for publishing Karl Zimmermann's "Steam Trains Through Patagonia" in the March '91 issue. I'm sure that there was some staff debate on whether to print an article about a non-North American system, but I keep my hopes up that U.S. fans will discover the wonders of railroading in Europe, Latin America and even the Far East.

JEFFREY MORA
Washington, D.C.

WCF&N Master Unit?

The April 1991 issue contained my letter regarding Chicago Aurora & Elgin Car 320 and information about the Midwest Electric cars at Mount Pleasant, Iowa. The letter indicated that ex-Waterloo, Cedar Falls & Northern car 381 was a Brill Master Unit. My original letter did not so indicate, and this "Master Unit" description must have been added at your office. The car was built by Perley Thomas Car Company in 1930 for service in Knoxville, Tennessee.

Making guesses in editorializing often leads to serious errors and sometimes makes the writer of the original letter look like a dummy.

JAMES S. LEVIS
Waterloo, Iowa

∈ *Letters for* FANMAIL *are sometimes edited for clarity. Your letter simply said "ex-WCF&N street car 381." Wishing to make that more specific, I looked the car up in the* 1990 Steam Passenger Service Directory, *which calls 381 a Master Unit. Usually very accurate, I had no reason to doubt the* Directory, *so thanks for pointing out the error* — M.D.

Too much West?

In going back through past issues of R&R, I have determined that the staff of this magazine has been vaccinated with a Santa Fe needle. I am sure there are a few railroads in the East still worthy of mentioning.

EUGENE A. ELLIS
Milledgeville, Ga.

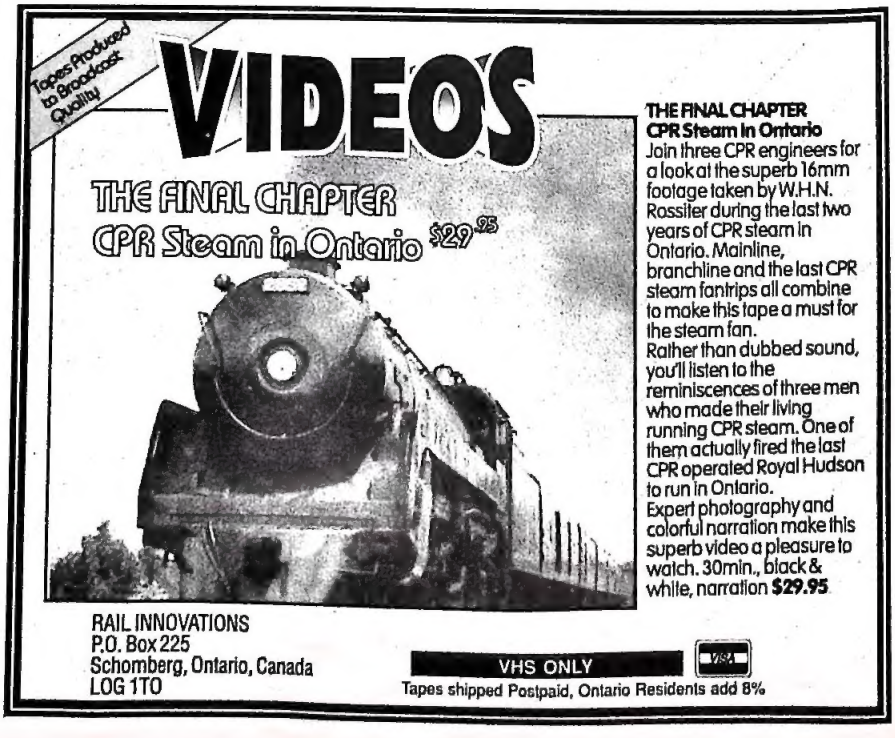
Cropped signature

Please permit me to "chew" on R&R for chopping Ted Rose's signature from his spectacular watercolor that appeared in the February 1991 issue. You owe Ted an apology.

MICHAEL J. PAUL
OshKosh, Wisc.

I&O livery's creator

This letter is to make comment on the I&O feature in the April '91 issue. In particular you made mention of your like for the paint scheme that adorns the GP30 and other engines for this short line. If you do like this scheme, I think that you should try and give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credit to the originator. In this particular case the credit must go to Joe Biancke, a commercial artist and railfan of Hamilton, Ohio. This design goes back to the Baldwin switchers the road first ran on the Brookville, Ind., line some ten years ago and was illustrated in the January 1983 RAILROAD MODEL CRAFTSMAN.

There are many schemes that have no imagination, but when a good one comes along, its creator should get some credit, or at least honorable mention.

CARL SCHWAB
Hamilton, Ohio

Black is better

I wish to take objection and offense to your remarks in the April '91 article on I&O's colorful GP30.

I have always been a dedicated N&W fan, and I'm certain that many others will agree that their diesel scheme of gloss black with Dulux numbers, letters and script heralds (as the GP30s were delivered) was both dignified and quite handsome. The Pevler blue versions were also tasteful and attractive.

I firmly believe that gaudy, multi-color paint schemes, such as I&O's, have their place, like on circus trains and some tourist railroads. There are many examples of favorite paint schemes that do not look like Dupont Color Charts, but that does not justify the editor of such an enjoyable, and I thought, classy magazine calling its loyal and dedicated readers "twisted minds." Everyone has opinions, but I have to take special offense at your attack on our mental states. I've read your negative comments for years aimed at Reading T1s, but this was just too much. But then again, this is a matter of good taste, isn't it?

ROGER W. HUBER
Pasadena, Texas

In response to your article on the Indiana & Ohio high nose GP30 in the April issue, I just want to say I think it's time for you to take a long, restfull vacation from the mentality of North Jersey. Only someone from

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that part of the country can say that the I&O paint scheme is attractive. To someone like me who appreciates the aesthetics of black, the I&O paint scheme looks for all the world like a Soo Line locomotive that telescoped a circus wagon full of clown makeup.

PEARCE
Las Vegas, Nev.

⊂ *You notice that the guys who defend the black paint live far, far away from the N&W* — J.B.

DM&IR SD9

I read with great interest the material in the April '91 issue regarding the Missabe's repainting of SD9 129 into its original livery. Since I was directly involved in that project, I'd better fill you in on the particulars.

DM&IR SD9 129 had been repainted into the original as-delivered livery, sans yellow nose stripe, due to the involvement of the Range Research group. We provided the Proctor paint shop, at their request, with all the necessary photographs, paint and styling diagrams, and full-size striping and herald drawings that the Missabe utilized in this repaint project. The paint job was completed on October 5, 1990, minus the Scotchlite heralds. This omission was due to the fact that the original heralds were special ordered from 3M, a design not used in some twenty years. The heralds have finally arrived, and the 129's six month tour without heralds is over.

The 129 is fresh out of the "Power-Pack" rebuild program, having received a complete overhaul and new paint completed in October 1990. Units so rebuilt in 1990 include the 158 outshopped on 2/2/90; 134 on 4/11/90; 157 on 5/31/90; 139 on 7/27/90; 129 on 10/5/90; and the 150 outshopped on 12/15/90.

Each year the Missabe puts six units through the Power-Pack program while another six get the full blown 300-series chop-nose rebuilding. Only DM&IR Class RS-4 SD9s 159-174 (EMD SD9 "Phase 4" built in 1959) and Class RS-6 SD18s 175-193 (EMD SD18 "Phase 1" built in 1960) are being rebuilt into the chop nosed 300 class.

The remaining Class RS-3 SD9s 131-158 (EMD SD9 "Phase 3" built in 1958) are not part of the 300-series rebuild program. Nor are the only two surviving (on DM&IR that is) SD9s from the RS-2 Class, 129 and 130, the former passenger units (EMD SD9 "Phase 2" built in 1957). The 129 and 130 were added to the RS-3 Class when their radiators were changed to incorporate two 48-inch diameter fans (like all other SD9 and SD18s on the roster) instead of the as-delivered four 36-inch fans. The 129 lost her steam generator on July 2, 1990. The 130 lost hers on December 17, 1990, and the 130 will be the first Power-Pack rebuild for 1991.

The RS-3 Class SD9s, 129-158 inclusive, are all candidates for the Power-Pack rebuild program. This program is simply a rebuild to a lesser degree than the 300-series program. In Power-Pack, the engines have their prime mover rebuilt, main generator renewed, new or reconditioned D-77 traction motors are installed, and the air compressor is upgraded or rebuilt. Units in this program are re-

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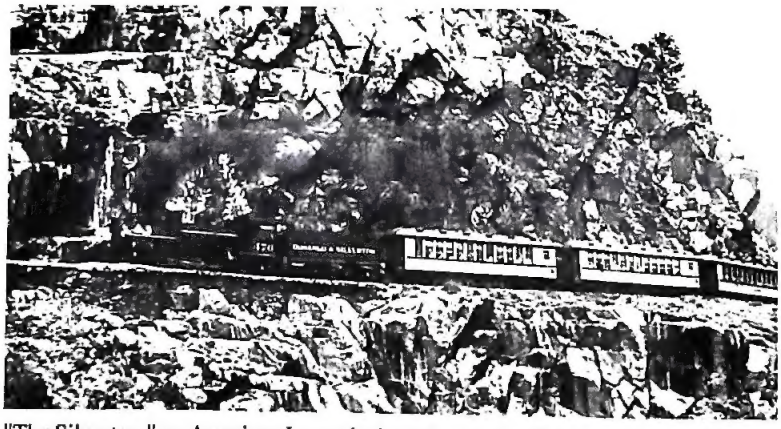

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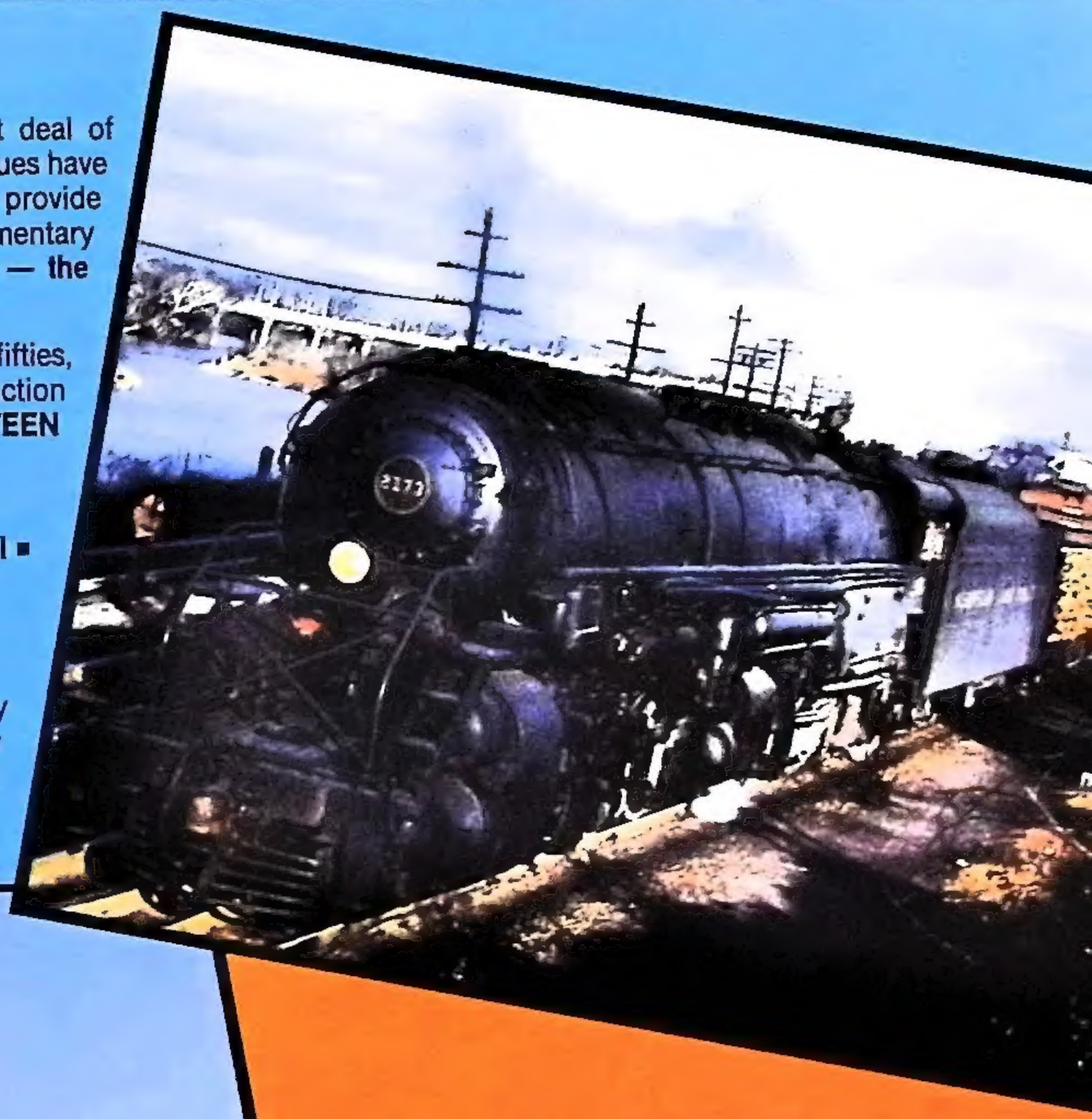

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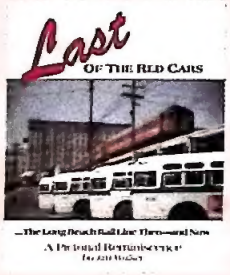

Last of the Red Cars

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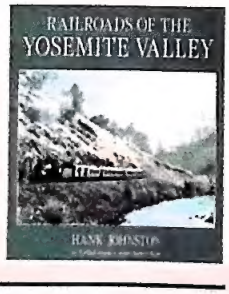

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painted when completed and keep their original number.

Most of the preceding information was presented in the July 1990 issue of the *Twin Ports Post*, published by the Range Research group. This publication is the only source of accurate, up-to-date information on the Missabe's diesel fleet, and in the future I hope you can utilize it. Your readers can contact me and an SSAE will bring information on a reprint edition of all the Missabe information we have published over the last three years in the *Twin Ports Post*.

JEFFREY H. LEMKE
P.O. Box 9307
Crystal Lake, IL 60014-9307

Philly's PCCs

"Philadelphia's Street Running PCC Cars" by G. Gerrish Williams in the April '91 issue is excellent. This is just what I would expect from Mr. Williams, in depth treatment by a local expert.

There is only one small error, however. No. 2798 pictured at the top of page 68 is indicated as westbound on Erie Avenue. The view is towards the west, the car is proceeding eastbound. For the first 25 years of my life I lived on Old York Road one city block from the intersection shown in your illustration.

HUGH R. GIBB
Newark, Del.

⇐ *That was the editor's error, not Gerry's. To the otherwise uninformed, the sun angle makes the car look like an afternoon westbound. Thanks for the correction* —J.B.

Local flavor

As a Philadelphia native, I was disappointed that in the fine shots of SEPTA's PCC cars, there was not a single Tastykake delivery truck!

MIKE YUHAS
Advertising Sales Representative
Kalmbach Publishing Company
Waukesha, Wisc.

The "Instamatic lady"

Enjoyed your April '91 CAMERA BAG very much. The "Instamatic lady" nailed me at the Hinton, West Virginia, street fair last fall and made me feel like a fool. It was definitely the nadir of that New River trip.

DAN DONAGHY
Kent, Ohio

⇐

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1991 Excursion Season. The following listings indicate **Date,** locomotive, routes and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. 611 is an N&W Class J 4-8-4; 1218 is an N&W Class A 2-6-6-4; 4501 is a Southern Railway 2-8-2; 1522 is a Frisco 4-8-2.

May 11, 611 Roanoke, Va., to Bluefield, W.V., and return (RNRH); **May 12,** 611 Roanoke to Glasgow, Va., and return

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Photos by Al Chlone

Photos by Jean Gross

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(RNRH); **May 13**, 611 Roanoke to Bluefield one way (RNRH); **May 18**, 611 Bellevue, Oh., to Kenova, W.V. one way (MRC); **May 19**, 611 Kenova to Bellevue one way (MRC).

June 1-2, 611 Columbus, Oh., to Kenova, W.V., and return (ORYM); **June 8**, 611 Cincinnati, Oh., to Knoxville, Tenn., one way (CRC); **June 9**, 611 Knoxville to Cincinnati one way (CRC); **June 15**, 611 Conneaut, Oh. to Buffalo, N.Y., and return (LSRH), **June 22**, 611 Buffalo to Albion, Pa., and return (NNRH), **June 29-30**, 4501 Asheville, N.C., to Bulls Gap, Tenn., and return (ASHV)

July 13-14, 611 Detroit, Mich., to Fort Wayne, Ind., and return (BWC); **July 20-21**, 611 Chicago to Fort Wayne and return (CNH), **July 27-28**, 1522 St. Louis to Moberly, Mo., or Centralia, Ill., and return (STLN).

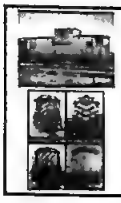
August 7, 611 Kenova to Iaeger, W.V., and return (CPH); **August 8**, 611 Kenova to Portsmouth, Oh., and return (CPH) (August 7-8 trips for NRHS national convention at Huntington, W.V); **August 16**, 611 Cleveland to Buffalo one way with CR power Buffalo to Niagara Falls for overnight stay (ORHC); **August 18**, 611 Buffalo to Cleveland, one way (ORHC).

September 7-8, 4501 Knoxville to Chattanooga, Tenn., and return (OSRM); **September 21**, 4501 Kingsport, Tenn., to Appalachia, Va., and return (WVC); **September 22**, 4501 Kingsport to Knoxville, Tenn., and return (WVC); **September 21-22**, 1218 Bellevue to Fort Wayne and return (MRC); **September 29**, 1218 Cincinnati to Muncie, Ind., and return (CRC); **September 28**, 611/diesel Alexandria-Shenandoah Jct.-Alexandria circle trip (WACN); **September 29**, 611 Alexandria to Front Royal, Va., and return (WACN).

October 5, 1218 Lexington, Ky., to Chattanooga, Tenn., one way (BGM); **October 6**, 1218 Chattanooga to Lexington, one way (BGM); **October 5-6**, 611/diesel Richmond-Appomattox-Lynchburg and return (ODM); **October 12-13**, 1218 Chattanooga to Oneida, Tenn., and return (TVRM); **October 12-13**, 611 Roanoke to local destination and return (RNRH); **October 19-20**, 1218 Chattanooga to Oneida and return (TVRM); **October 19-20**, 611 Greensboro, N.C., to Roanoke, Va., or other destination (GNRH); **October 26-27**, 611 Atlanta to Toccoa, Ga., and return (ANRH); **October 26-27**, 4501 Asheville, N.C., to Bulls Gap or Statesville (ASHV).

November 2, 611 Atlanta to Chattanooga one way (ANRH); **November 2**, 4501 Chattanooga to Cleveland, Tenn., and return (TVRM); **November 3**, 1218/611/4501 Chattanooga to Atlanta one way; November 2-3 trips in conjunction with NS Steam 25th Anniversary (TVRM/ANRH); **November 9-10**, 611 Huntsville, Ala., to Chattanooga and return (NARM); **November 9-10**, 1218 Charlotte, N.C., to local destination (PCCN); **November 16-17**, 611 Birmingham to Chattanooga and return (HOD); **November 16-17**, 1218 Columbia, S.C., to destinations to be determined (SCRM); **November 23-24**, 4501 New Orleans, La., to Hattisburg, Miss., and return (NONH).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merrimon Ave., Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; (CNH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSRH) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (MRC) Mad River & NKP RR Society, P.O. Box 42, Bellevue, OH 44811; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493; (NNRH) Niagara Frontier Chapter NRHS, 4 Alabama Place, Lockport, NY 14094; (NONH) New Orleans Chapter NRHS, 314 Atherton Drive, Metairie, LA 70005; (ODM) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ORHC) Orrville Railroad Heritage Committee, P.O. Box 11, Orrville, OH 44667; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprietors Road, Worthington, OH 43085; (OSRM) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220;



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(RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SCRM) South Carolina Railway Museum, P.O. Box 235, Rion SC 29132, (STLN) St. Louis Chapter NRHS, 3439-A Dunnica Avenue, St. Louis, MO 63118, (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (WACN) Washington Area Joint Trip Committee, P.O. Box 456, Laurel, MD 20725-0456, (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

MANITOU SPRINGS, COLORADO, through October. Manitou & Pike's Peak Cog Railway celebrates its 100th year of operation. Ride in modern, climate-controlled Swiss cars to 14,110-foot Pike's Peak. Three-hour round trips depart Manitou 9:20am and 1:20pm through October, plus 10:40am and 2:40pm through September, plus noon, 4pm and 5:20pm June through August. Adults $19.91, ages 5-11 $9, ages 5 and under free if held on lap. Advanced reservations strongly recommended. Dress prepared for possibly cold weather. Trip not recommended for persons with history of severe cardiac or respiratory problems. Contact: Manitou & Pike's Peak Cog Railway, P.O. Box 1329, Colorado Springs, CO 80901; 719/685-5401.

SACRAMENTO, CALIFORNIA, May 3-12, 1991. Railfair '91 at the California State Railroad Museum. Operating and display steam locomotives will attend this ten-day event marking the museum's 10th anniversary. Other equipment representing the past, present and future of railroading will also be on display. Fares for adults/ages 5-12: general admission $8/$4; musical revue $6/$4; general admission *plus* musical revue $12.50/$7; 5-day general admission $25/$12.50. Tickets available from: Sacramento Convention Center Box Office, 916/442-7827 or BASS/TM Tickets, 916/923-BASS or 800/225-BASS. For more information, contact: Railfair '91, California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/323-3153.

UNION PACIFIC 4-8-4 844 and 4-6-6-4 3985 from Railfair '91 are scheduled to doublehead Sacramento-Portola on May 13, Portola-Winnemucca May 14, Winnemucca-Elko May 15, Elko-Salt Lake City May 16, SLC-Green River May 18 and Green River- Cheyenne May 19.

Tickets for May 18-19 run east from Salt Lake City to Cheyenne with bus/air return are $276; SLC-Rock Springs only, $163. Contact: Union Pacific Historical Society, P.O. Box 5653, Arvada, CO 80005-0653.

SOUTHERN PACIFIC 4-8-4 4449 from Railfair '91 is tentatively scheduled to doublehead with 4-6-2 2472 (pending that locomotive's appearance at Railfair) Sacramento-Oakland on May 17, then return without 2472 to Sacramento. The 4449 then runs Sacramento-Klamath Falls May 18 and Klamath Falls-Portland May 19. For schedule and fare information, contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97219.

SANTA FE 4-8-4 3751 with the "*California Limited*" from Railfair '91 is scheduled to run Sacramento- Bakersfield on May 13, Bakersfield-Barstow on May 14 and Barstow-L.A. on May 15. Ticket prices *per segment* are $250 for adults, $125 for ages 6-16, $50 for ages 2-5 and free for children under 2. For tickets and further information, contact: San Bernardino Railroad Historical Society, P.O. Box 936, Fontana, CA 92334-0936, or phone 800/321-3751 or 714/963-5281.

DURANGO & SILVERTON Narrow Gauge Railroad 1991 schedule. All runs 3-foot gauge steam power, ex-D&RGW 2-8-2s. For more information contact: D&SNG, 479 Main Avenue, Durango, CO 81301; 303/247-2733. Times shown for the following round trips are departures from Durango.

May 4-September 29, Durango-Silverton, 8:30am.
May 25-October 27, Durango-Silverton, 9:30am.
June 10-August 25, Durango-Silverton, 10:15am.
June 24-August 18, Durango-Silverton, 7:30am.
July 1-August 18, Durango-Cascade, 4:30pm.
September 21, Photographer's Special.

RUTLAND, VERMONT, May 4-5. Rutland Railroad Historical Society Annual Convention at Holiday Inn, Centre of Vermont Complex, Route 7, South Main Street. Speakers, clin-

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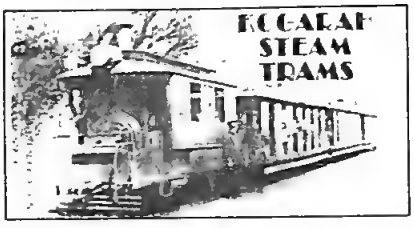

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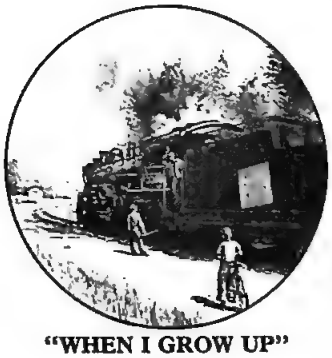

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ics, videos, model display, slides, etc. Registration fee $15, members $10. Contact: Rutland Railroad Historical Society, P.O. Box 6262, Rutland, VT 05701.

RAIL TRAVEL CENTER, 800/458-5394 or 802/527-1788, is offering the following North American rail tour packages:

Sacramento Railfair/Golden West, May 7-21. Travel on Amtrak, visit northern California tourist lines and see the big steam bash at Sacramento. From $1899.

Four Corners/Grand Canyon, May 28-June 10. Ride on Amtrak, Grand Canyon Railway, D&SNG and C&TS; tour major scenic highlights. From $1999.

Heart of Dixie/Blue Ridge Mountains, June 7-19. Ride various Amtrak routes plus NGA, TNVR, Cass, and other lines. From $1899.

Columbia River Gorge, June 13-15. Ride Amtrak Seattle-Portland-Hood River, then Hood River Railroad, plus Portland light rail and river cruise. From $459.

ESSEX, MONTANA, May 10-12. "Essexpress '91" 6th Annual Spring Railfan Retreat at the Izaak Walton Inn, located just off U.S. Highway 2. Railfan BN's ex-GN main line across Marias Pass. Registration begins Friday evening, followed by a slide presentation on Montana's railroads by Bill Taylor. Saturday: continental breakfast at 6:30am, followed by a round trip over the pass on Amtrak's *Empire Builder* to Havre for a tour of BN's diesel shops. Sunday: continental breakfast followed by a day of railfanning. Package prices shown below include two nights lodging, breakfasts, sack lunch on Saturday, shop tour, round trip Amtrak fare Essex-Havre and a souvenir. "Great Northern Room" (bathroom down the hall) $180 for one person, $145 per person for two, $130 per person for three. "Empire Builder Room" (bathroom in room) $220 for one person, $165 per person for two, $145 per person for three. For reservations and information contact: Izaak Walton Inn, P.O. Box 653, Essex, MT 59916; 406/888-5700.

COLORADO RAILROAD MUSEUM 1991 steam schedule will have narrow gauge 2-8-0 346 operating on the following dates. For more information contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

May 11-12, July 5-7 (NMRA Convention), August 17-18, September 28-29, December 7-8 (Santa Claus Train).

BERKS COUNTY, PENNSYLVANIA, Visitors Information Association, VF Factory Outlet Complex, Park Road & Hill Avenue, P.O. Box 6677, Reading, PA 19610 (215/375-4085) is sponsoring the following excursions on the Blue Mountain & Reading Railroad (out of Temple and Hamburg, Pennsylvania). For more information, contact the BCVIA or phone the BM&R at 215/562-4083.

May 12, Mother's Day Excursions
June 8-9, Children's Hobo Weekend.
June 16, Father's Day Excursions
July 13-14, Revolutionary War Military Encampment.

PARIS, KENTUCKY, May 18-19. "Sentimental Journey II" steam-powered 100-mile round trip overnight to historic Maysville featuring Kentucky Central 2-6-2 No.11. Tunnels, rolling hills and more along the "Route of the Bluegrass." Planned tours and special events in Maysville, along with a Sunday trip to the quaint city of Washington. Send SASE to: Wesley Ross, KCRY, 1749 Bahama Road, Lexington, KY 40509, or phone 606/293-0807.

BANGOR, MAINE, May 24 and 25-26. Bangor & Aroostook Centennial Celebration excursions. Round trip Northern Maine Junction to Searsport May 24, $25.00. Weekend trip Northern Maine Junction-Presque Isle-Caribou-Houlton-Millinocket May 25-26, with overnight lodging, box lunches and Sunday breakfast, $188. Contact: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106, 207/767-2271 7pm-9pm.

EX-B&O/BR&P MEMORIAL DAY WEEKEND, May 25-27. Rare mileage trip on Buffalo & Pittsburgh; Pittsburg & Shawmut; Knox, Kane & Kinzua and Rochester & Southern. May 25 Buffalo- Butler; May 26 Butler-Marionville; May 27 Marionville-Rochester. Consist includes private cars *Caritas, Cimarron River* and *Dover Harbor*. Fare $995, roomette supplement $300. Amtrak connections available at additional cost. Contact: Yankee Clipper Rail Tours, Box 100, West Lynn, MA 01905.

ARKVILLE, NEW YORK, May 27-October 27. Delaware & Ulster Rail Rides on five miles of ex-Ulster & Delaware in the Catskills. Adults $7, ages 5-11 $4, under 5 free, seniors $5.50. Railfan Day is September 7. For complete schedule phone 800/225-4132, or contact: Delaware & Ulster Rail Ride, P.O. Box 310, Stamford, NY 12167.

BELTON, MISSOURI, Memorial Day through Labor Day, Friday-Monday (September-October, Saturday and Sunday only). Smoky Hill Railway & Museum will operate one-hour round trips on its ex-Frisco branch. Restored Rock Island E6 630 will run each Saturday. Located 20 miles south of Kansas City on U.S. Highway 71. Adults $4, ages 18 and under $2.50. For tickets and info, send SASE to: Smoky Hill Railway, P.O. Box 224, Grandview, MO 64030-0224, or phone 816/331-0630.

CHICAGO, ILLINOIS, June 1. Railroad Club of Chicago will operate an excursion to the Illinois Railway Museum using

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BEST OF SOUTH AMERICAN TRAINS 91: Departing October 4 for Chile, Argentina, and Paraguay. Full tour will ride 33 trains, including 25 charters with classic steam, electric, and diesel power on 8 gauges for 5700 miles. Prices starting at only $1895 including air.

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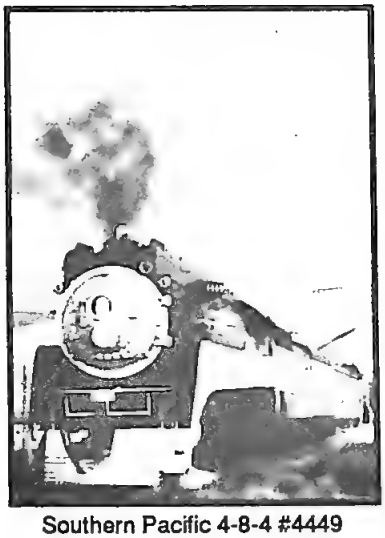

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2 Great New Western Steam Tapes

SP 4449 Washington Steam Fest

Southern Pacific 4-8-4 #4449 Portland to Pasco via BN Columbia Gorge, then on Washington Central Steam Festival. Includes Great Western 2-8-0 #51 also. Yakima Canyon, Great Scenery, and super 4449 action. The only tour for 4449 in 1990. (Oct. 1990) **60 Minutes** only **$34.95**

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The first tour of Spokane, Portland, & Seattle 4-8-4 #700. First Excursions on Washington Central RR the week after 4449 was there. A great blend of action, and scenery with the Columbia gorge (Former SP&S) trackage in Oct. 1990. #51 also. **60 Minutes** only **$34.95**

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Spokane,Portland & Seattle #700

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SP 4449 - THE DAYLIGHT

Follow the 4-8-4 from Portland to Los Angeles and back to Fresno in 1989. Side-By-Side with UP 8444 at LA and on Cajon. All on Southern Pacific rails. Pacing, and cab ride scenes also.
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UNION PACIFIC STEAM VOLUME 1

The Challenger 4-6-6-4 #3985 on 1987 run over Sherman Hill, Plus 1988 repeat trip includes a cab ride through Hermosa Tunnel. Then 4-8-4 #8444 in Los Angeles with 4449, and later in Oregon for the Portland to Bend trip, Then follow 8444 1200 miles from Portland to Cheyenne. Includes 70 mph cab ride in 8444, and last day operating as 8444. A superb tape!
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Start in Cheyenne with the renumbered 844 for its first tour with the original number. Two days of freights to Omaha, then first-ever hauling of the directors train from Omaha. 2-day return with freights to Cheyenne. 65 mph pacing scenes.
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NORFOLK SOUTHERN STEAM - VOLUME TWO *

Great variety with leased L&N 152 meeting 611 at Stearns, Ky in 1987, the 4-day doubleheader with NKP 587 &611 Bellevue to Roanoke, The tripleheader with 1218,611,and 587, and more.
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NORFOLK SOUTHERN * STEAM FREIGHTS

1987-1989 variety including 152 on caboose-hop, 587 on short freight, 611 on mixed freight to Chattanooga, 1218 mixed freight Ports.-Columbus, and 1218 on hopper train from Roanoke.
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Cotton Belt Route 4-8-4 #819 on its annual Roundtrip from Pine Bluff to Fordyce, Arkansas in 1988.
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NKP 765 AUTUMN SPECTACULAR

2-8-4 Nickel Plate Road #765 on the New River trains in 1986, plus one-way to Cincinnati and 2 trips to Russell, Ky. Fall colors and pacing.
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N & W 1218 REBUILT AND ROANOKE BOUND

Visit the shops, see the break-in freight run, the run to Roanoke from Birmingham, plus the first excurions from Roanoke for this 2-6-6-4 in 1987.
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CINCINNATI 1218

1987 Sequel depicting first 1218 runs from Cincinnati to Danville, Ky. Cab Ride in 1218, plus April 611 trip also.
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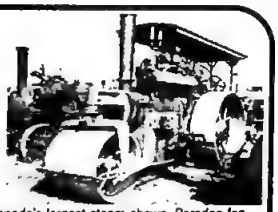

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PORT CLINTON, PENNSYLVANIA, June 1-2. Railfan Steam Weekend on the new Reading & Northern Railroad (formerly Reading, Blue Mountain & Northern). Tremendous photo opportunities with the following round trips which will run both days at the following departure times:

9:30am, West Cressona-North Reading, ex-Reading T-1 4-8-4 2102 will power a loaded coal train with coaches coupled on the rear.

11:30am & 3pm, Port Clinton-North Reading, BM&R 4-6-2 425 will power a train of coaches.

1:30pm, West Cressona-Tamaqua, Reading GP30 5513 and C630 5308 will power an empty hopper train with coaches coupled on the rear.

Photo stops on some trips and night photo session at West Cressona Saturday night beginning 9pm. 2102 trips: adults $25, children $5. Diesel trips: adults $25, children $5. 425 trips: adults $10, children $5. Night photo session $15. Package deal combining 2102 and diesel trips plus night photo session $50. Order tickets from: Blue Mountain & Reading Railroad, Passenger Division, P.O. Box 425, Hamburg, PA 19526; or phone: 215/562-4083 weekdays 9am-5pm.

WEBSTER, NEW YORK, June 2, 9 and 16. Diesel-powered round trip excursion using ex-NYC stainless steel cars on ex-NYC trackage to East Williamson. The 28-mile, 1¾-hour trips depart noon, 2pm and 4pm. Adults $9, ages 5-12 $6, under 5 free. Send check and SASE to: NRHS Rochester, Summer Fun Trip-RF, P.O. Box 1161, Webster, NY 14580. For more information phone: 716/987-1305.

MORRISVILLE, VERMONT, June 15-16. Rare mileage trips on Lamoille Valley Railroad departing 8:30am with Alco power. Morrisville-Swanton and return Saturday, Morrisville-St. Johnsbury and return Sunday. Photo runbys. $45 per day with lunch, or $80 for both days. Contact: Lamoille Valley Railroad, R.D. 1, Box 790, Morrisville, VT 05661; 802/888-4255.

NEW JERSEY MUSEUM OF TRANSPORTATION and Pine Creek Railroad, located in Allaire State Park, GSP Exit 98/I-195 Exit 31, will host the following special rail events. For more information contact: NJMT Pine Creek Railroad, P.O. Box 622, Allaire, NJ 07727-0622; 908/938-5524.

June 16, Father's Day. PCRR and 7th VA Cavalry Civil War Reenactment Group perform Annual Great Locomotive Chase hourly noon-5pm, with train rides between battles.

July 4-7, PCRR celebrates its 40th anniversary with a mix of steam and diesel trains in addition to regular diesel trains.

CHICAGO, ILLINOIS, June 16. The Third Rail Express charter trip on CTA 'L-subway. Depart from O'Hare Airport or Cumberland and travel elevated and subway lines, plus Interstate Median Strip and Ravenswood Line. Lunch and photo stops. Adults $28, children $14. Contact: The All Trains Bunch c/o Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356.

CHAMA, NEW MEXICO, June 22. Third Annual Moonlight Charter Train Ride on the Cumbres & Toltec Scenic Railroad departs Chama mid-afternoon, performs a meet and photo runbys en route and returns by moonlight. Complete steak dinner at new Osier dining facility. Railroad slide show night before. Tickets $50.00 (partially tax-deductible). Contact: Friends of the C&TS, 7801 Academy NE, Building 2, Suite 102, Albuquerque, NM 87109.

EXPLORERS V rare mileage trip on SP/D&RGW June 29-July 7. Special train will depart from and return to Denver, traveling through Royal Gorge and on Modoc and Siskiyou lines. Very limited capacity. Contact: High Iron Travel, P.O. Box 954, Plaistow, NH 03865.

STEWARTSTOWN, PENNSYLVANIA, June 29. National Capital Trolley Museum will host benefit excursion over entire Stewartstown Railroad (including Howard Tunnel) from Stewartstown to Hyde, departing 1pm and returning approx. 5pm. Tickets $25. Send check or VISA/MasterCard with expiration date and SASE to: Stewartstown Trip c/o National Capital Trolley Museum, P.O. Box 4007, Silver Spring, MD 20914-0007

FRANKFORT, INDIANA, June 29-30. NKP 2-8-2 587 will power trips Frankfort-Muncie both days. Contact: Indiana Transportation Museum, P.O. Box 83, Noblesville, IN 46060-0083; 317/773-6000.

BANGOR & AROOSTOOK CENTENNIAL EXCURSIONS will operate during 1991 summer season. All are round trips lasting three to four hours, scheduled to coordinate with fairs, festivals and local celebrations. Times shown are for departure from point of origin.

Northern Maine Junction-Searsport: June 29 and 30, August 3 and 18 at noon; August 17 at 8am.
Madawaska-Fort Kent: July 6 at 8am.
Fort Kent-Eagle Lake: July 7 at 8am.
Oakfield-Squa Pan: July 13 and August 25 at 8am.
Oakfield-Millinocket: July 14 at 9am.
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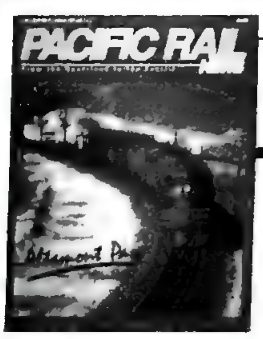

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RAILROAD AVENUE ENTERPRISES

Fort Fairfield-Presque Isle: July 20 at 2pm.
Presque Isle-Limestone: July 21 at 8am.
Millinocket-Brownville: July 27 and 28 at 9am.
Millinocket-East Millinocket: July 28 at 2pm.
Northern Maine Junction-Brownville Junction: August 3 at 8am; August 17 at noon.
Derby-Millinocket: August 10 and 11 at 8am.
Houlton-Squa Pan: August 24 at 9am.

Opening ceremonies at Northern Maine Junction on June 29 will include unveiling of F3 No.502 (formerly 42) in as-delivered colors, tour of facilities, live music, barbecue and much more. Tickets for each trip are $15 for adults, $7.50 for children (group and family rates available. For tickets and information, phone 800/244-3100, or contact: Bangor & Aroostook Railroad Company, Northern Maine Junction Park, R.R. 2, Box 45, Bangor, ME 04401.

EAST TROY, WISCONSIN, June 30. Central Electric Railfans Association fantrip over East Troy Electric Railroad commemorating the 40th anniversary of the abandonment of the Milwaukee Rapid Transit and Speedrail. Trip originates in Chicago using regularly scheduled Metra service to Fox Lake and chartered bus beyond. Adults $30, kids under 12 $20. Contact: Central Electric Railfans Association, P.O. Box 503, Chicago, IL 60690.

"PACIFIC ADVENTURE" tour July 13-28. Ride Amtrak from the East Coast to visit San Francisco, Sausalito, Napa Valley, Seattle, Mount Ranier, British Columbia and much more. From $1700. For more details send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone 617/361-4445.

SEATTLE, WASHINGTON, July 26-August 5. West Coast Explorer rail trip out of Seattle visiting Puget Sound & Snoqualmie, Yakima Trolley, *Spirit of Washington* dinner train, Lewis & Clark Railway, MAX Trolley and zoo railway in Portland, Oregon Coastline Express, California Western, Napa Valley Wine Train, California Railway Museum, Feather River Canyon, Sumpter Valley, City of Prineville, Hood River Railroad, sternwheel riverboat and more. Contact: Townsend Tours, P.O. Box 504, Port Hadlock, WA 98339; 206/385-7735.

ARCADE, NEW YORK, July 27. Arcade & Attica steam special over full length of remaining A&A trackage (26 miles) to North Java and return. Departs Arcade depot 7:45am. Tickets $17. Slide show, talks and exhibit following excursion. Contact: William Reddy, 6645 Denton Corners Road, Castile, NY 14427; 716/493-2894.

SANTA FE, NEW MEXICO, August 3-December 8. A Santa Fe Railway special will arrive on August 3 to take part in The Museum of New Mexico's and Museum of Fine Arts' debut of "Creating Images of the Southwest: the Santa Fe Railway Art Collection," featuring historic artwork commissioned by the AT&SF. Also on display will be a variety of Harvey House memorabilia, including cutlery, china, photographs and menus. For more information contact: Museum of New Mexico, P.O. Box 2087, Santa Fe, NM 87504-2087; 505/827-6451.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-laeger, W.V.

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St. Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

CHAMA, NEW MEXICO, September 1. Doubleheaded narrow gauge mixed freight and passenger excursion on the Cumbres & Toltec Scenic Railroad from Chama to Big Horn Wye and return. Numerous photo runbys. $75 per person. Contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/431-4354.

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Ecuador/Galapagos Isles, July 4-19. From $1949.
Deep South Latin Express, October 4-November 2 or October 18-November 2. From $3195.

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KIMBERLEY, SOUTH AFRICA, July 30-August 3 Kimberley Steam Festival featuring ten types of preserved steam locomotive assisting the regular 4-8-4s on the double track Kimberley-De Aar main line at speeds up to 70 m.p.h. For more information contact: Spoornet, Assistant Regional Manager F. Calitz, P.O. Box 620, Kimberley, South Africa 8300.

NEW ZEALAND RAILFANS TOUR, October 9-26. Fully escorted tours take you to Raurimu Spiral, Glenbrook Vintage Railway, Awamutu Railway Museum, steam on Silverstream Railway, NZ Alps, Christchurch and many other locations. North Island only, $1850; South Island only, $1912; both islands, $2677. For more details, contact: NZTP, 6033 W. Century Boulevard, Suite 1270, Los Angeles, CA 90045; 213/338-1538.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW 1991 schedule. Operating layouts, club displays, national and local sellers Admission $4.50 plus tax, children under 12 free with adult 11am-6pm each day. Contact: GATS Limited, 312/834-0652.

May 4-5, Sacramento Community Convention Center, 14th & J Streets, Sacramento, California.

June 22-23, Commonwealth Convention Center, 221 4th Avenue, Louisville, Kentucky.

COLUMBUS, OHIO, May 5. Greatest Collectible Show on Earth at Columbus Fairgrounds, Exit 111-171, 17th Avenue West. 1500 tables of trains, toys, models, comics and more. Tables $30, or two for $55, three for $75, four for $90. For admission and other information contact: K. Crispin, 301 W. Monroe Street, Latrobe, PA 15650; 412/539-8821.

BENNINGTON, VERMONT, May 11. 14th Annual Bicentennial Train Meet at Catamount School, School Street, 10am-4pm. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Neil or Karen Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157

JERSEY CITY, NEW JERSEY, May 18-19. Liberty Harbor Live Steam Whistle Blast & Rail Expo at CRRofNJ Terminal, Liberty State Park, Exit 14B NJ Turnpike, 10am-5pm each day Daily admission $5, kids $1. To benefit "Project 385 Steam Loco / Save Old Smokey Fund." Also at Liberty Park that weekend will be the Garden Railway Festival, 3rd Alarm Fire Truck Muster, military vehicle display and antique car show Contact. Railway Festival, c/o Aristo-Craft Trains, 346 Bergen Ave , Jersey City, NJ 07304. Phone 201/332-8100 (days) or 201/823-4983 (days & evenings).

DENVER, COLORADO, May 19. First Annual Denver Railroad Memorabilia Show and Sale at Denver Merchandise Mart, I-25 near I-70. Over 200 tables. Admission $4, under 12 free. For information send LSASE to: Miller, 3106 N. Rochester Street, Arlington, VA 22213; 703/536-2954.

LORDSBURG, NEW MEXICO, May 25-26. "Railroad Days" at Short Park and Special Events Center, 502 W. 2nd Street. Spike Driving Contest, food, games, contests, booths and music. Contact: Lordsburg-Hidalgo County Chamber of Commerce, P.O Box 699, Lordsburg, NM 88045; 505/542-9864

FRANKLIN SQUARE, NEW YORK, May 26. Railroad Line Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Buy, sell, trade. Admission $3, under 12 free with adult. Contact: R. Romano, 516/775-4801.

FORT WORTH, TEXAS, May 26. Lone Star Train Fair at Will Rogers Memorial Center, 10am-5pm. Over 250 tables. Admission $4, under 12 free. Send LSASE to: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

LITTLE ROCK, ARKANSAS, June 1. Arkansas Railroad Club 11th Annual Railroad Antiques & Collectibles Show and Sale at fairgrounds, 9:30am-5pm. Admission $2. Send LSASE to: Arkansas Railroad Club Show, Box 9151, Little Rock, AR 72119-9151.

OMAHA, NEBRASKA, June 16. Nebraska-Iowa Railroaders Club Annual Train Show & Swap Meet at Holiday Inn, 72nd & Grover, 9am-2pm. Contact: Larry Wiles, 1222 First Avenue, Nebraska City, NE 68410.

RALEIGH, NORTH CAROLINA, July 13-14. Eighth North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

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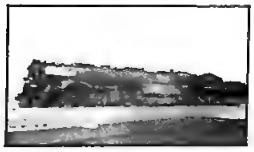

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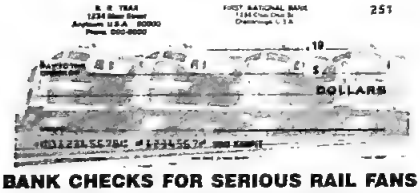

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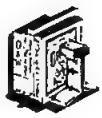

What's New?

Don L. Hofsommer's *The Quanah Route — A History of the Quanah, Acme & Pacific Railway* is a 226-page, 8½"×11" hardcover looking into a railroad that operated in northwestern Texas and served as the westernmost connection for the Frisco. The bulk of the book offers in-depth text on the QA&P's construction and operations, as well as background history on the towns and industries along the line. Among the 125 nicely-reproduced black & white photos are scenes of 4-6-0 No.23 (the QA&P's first new locomotive), GP7s rolling 40-foot boxcars across the prairie and leased Frisco FAs. *The Quanah Route* sells for $42.50 plus $2.50 shipping ($5.00 shipping for orders outside the U.S.; Tex. res. add 8.25% tax) from Texas A&M University Press, Drawer C, College Station, TX 77843-4354.

New York Central's Mercury by Richard J. Cook, Sr., is a 64-page 8½"×11" softcover full of great photos (some in color) and drawings of the streamlined train NYC built for its Cleveland-Detroit passenger business. Dubbed "The Train of Tomorrow," the *Mercury* involved ultra-streamlined 4-6-2s and matching train, looking more like a Buck Rogers-style vision of the future than anything else (the engines were two modified Big Four K5b 4-6-2s, not the Hudsons one might expect). On the glossy front cover is a painting of the *Mercury* pulling out of Cleveland, and on the back cover is a Bob Lorenz painting of it crossing Portage River Bridge in Ohio. A nice, illustrated look at an unusual train, it sells for $12.95 plus $1.75 postage (Va. res. add 4.5% tax; foreign orders must include $3.00 additional postage) from TLC Publishing, Department RF, Route 4, Box 154, Lynchburg, VA 24503.

Tracks of the Black Bear by Dale Wilson and Gordon Jomini presents some great pictures of the Algoma Central Railway, 63 in color and 31 in black & white. There is some light historical text and excellent rosters of passenger cars and diesel locomotives, but most of this 64-page 8½"×11" softcover is devoted to photos with elaborate captions. GP7s, GP38-2s, SD40-2s and other diesels are shown at work in various locations, including the Montreal River Bridge and Agawa Canyon. ACR fans will love the vintage color and black & white scenes such as 2-8-2 No.82 at Steelton and EMD F7 demonstrators on the property in 1950, not to mention the centerspread reproduction of Russ Porter's painting of GP38-2s pulling the "Snow Train" out of Agawa Canyon. It sells for $30.00 postpaid (Canadians add 7% tax) from Nickel Belt Rails, P.O. Box 483, Station B, Sudbury, Ontario, P3E 4P6.

What kind of book can you give your younger kids (or nieces or nephews) that explains railroads without boring them with maps, rosters and a nuts-and-bolts text? *Steam Train Ride*, written and photographed by Evelyn Clarke Mott, is a 32-page 7"×9" hardcover in which we follow a little boy named Christopher on his rollicking visit to a steam-powered railroad. The fact that it's Pennsylvania's Strasburg Rail Road doesn't come up; instead, the story looks through a child's eyes at the inside and outside of "Engine 89" (Strasburg's 2-6-0), as well as various lineside features. All the photos are in color, most printed one to a page with short, easy-to-read pieces of accompanying text. A great "first book" for fledgling railfans, it sells for $13.95 from Walker & Company, 720 Fifth Avenue, New York, NY 10019.

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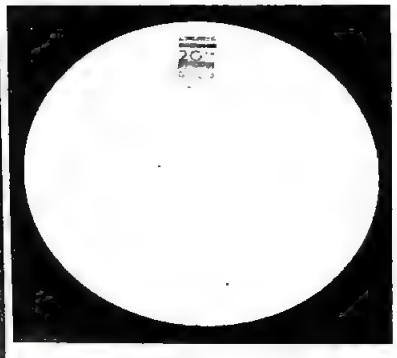

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moment). A few computer-generated maps come with the guide, but they can't substitute for the USGS maps which the guide is designed to work with. A final chapter lists rail museums, radio frequencies (including police and fire) and average annual rainfall and temperature figures for the region. There are no photos.

Our review copy is packaged in a modest two-ring vinyl binder, but the one-sided pages are punched for and could be kept in a sturdier three-ring binder. The only shortcoming that knowledgeable southern Californians will notice is that the two substantial grades on the Surf Line — El Toro Hill and Miramar Hill — get little or no attention. All the other lines, however, receive pretty complete coverage.

The *Southern California Railfan Field Guide* sells for $15.00 plus $1.70 postage (Cal. res. add 94¢ tax) from Wells Valley Data and Engineering, P.O. Box 476, Ridgecrest, CA 93556-0476. It comes with an ordering form for the USGS topographic maps mentioned in the text; buy the entire *Southern California Map Set* at $14.00 plus $1.70 shipping (Cal. res. add 6.25% tax) and you'll save 15% off the price of individual maps.

A northern California guide is scheduled for release in April 1991, which would be both timely and useful for newcomers to Donner Pass and Feather River Canyon who plan to chase the steam moves to Railfair '91 in Sacramento.

Traction Publications **by Joe L. Diaz**

THE SAN DIEGO TROLLEY by Gena Holle is an attractive, well illustrated 104-page 8½"×11" softcover containing over 100 photographs, including a generous selection of color photography. Reproduction of both the black & white and color photos is excellent. This is the story of North America's most successful Light Rail operation, one that has grown and flourished despite all the doom and gloom predicted by those in strong opposition throughout the initial planning stage.

The author is a native of San Diego, a graduate of San Diego State University, who joined the San Diego Transit Corporation's Information Department in 1974. With the advent of trolley operation she became a train operator. The author has done her background work well and presents the reader with a very informative look at San Diego streetcar operation from the beginning through the years in both text and photos with an adequate map. The planning for the Light Rail operation is well covered and most interesting to the reader. The initial line, running from downtown San Diego south to the California-Mexico border at San Ysidro, was a huge success virtually from Day One. The East Line is now running to El Cajon and is likewise a success. Planning for additional routes, the North Line and the Mission Valley Line, is now well underway with final design or construction expected by 1995. There are four informative maps herein, both trackage and route, with two of them being two-page spreads. There is an abbreviated roster of equipment along with some explanation of the operation of the Light Rail Vehicles employed, which are German designed and built. The appendix presents the reader with a detailed evaluation of ridership in the first

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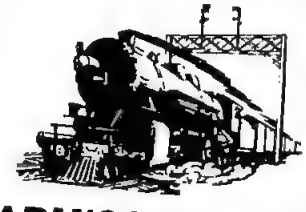

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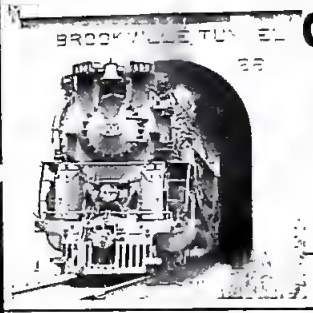

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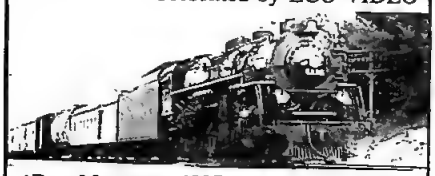

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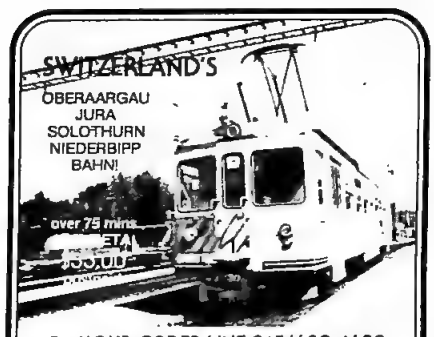

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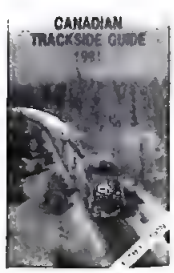

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Book Reviews

Passenger Train Annual, 1990, edited by Elrond G. Lawrence, published by Interurban Press, P.O. Box 6444, Glendale, CA 91225; 64 8½"×11" pages, softcover, $18.95 plus $3.50 shipping (Cal. res. add 6¾% tax).

I look forward to receiving each *Passenger Train Annual* (which has been a yearly compilation by the folks at *Passenger Train Journal*) if for no other reason than to prove to myself once again that there *is* colorful passenger train life after Amtrak. There's nothing wrong with Amtrak mind you, but with few minor exceptions, an F40 is an F40 is an F40.

And there are definitely plenty of F40s in this latest annual, including a nice shot of one belonging to New Jersey Transit racing across the Raritan River. But there are other things, too, including a lovely section appropriately titled "Year in Review" where square-jowled cowls barely creep in at all, giving way to everything from steam engines to push-pulls to dinner trains. There's a nicely done illustrated roster of current commuter operations, as well, followed by complete tabular commuter locomotive and car rosters for the year.

Other articles include a recount of what happened to rail operations immediately after the 1989 San Francisco earthquake and a recap of the 1989 NRHS Convention in Asheville, but dearest to my heart was a nicely assembled photo section from yesterday with color and black & white images ranging from Northern Pacific, Rio Grande and Missouri Pacific to VIA, Conrail, RF&P and Southern.

Throughout this softcover book the photos (110 in all) are large, the color reproduction is excellent and the commentary is pleasant and informative — DAVID LUSTIG.

Videos

BY MIKE DEL VECCHIO

New Arrivals

The hardcore steam fan will get a real kick out of **"Pacing the Challenger,"** from Mark I Video, P.O. Box 404, New Milford, NJ 07646. About 90 percent of this one-hour program is solid broadside pacing of UP's 4-6-6-4 3985 on its return ferry move to Cheyenne from the September 1990 River City Round-Up in Omaha. On three segments of that trip, the legendary highway U.S.30 and its successor Interstate 80 closely parallel the UP main line for incredible distances. Becoming rather well-known for locomotive-mounted "Chooch-Cams," this time Mark I mounted a camera on the chase vehicle and produced some remarkably steady broadside images. The scenes are bright and sharp, and the show is professionally put together (with a proper introduction and maps, etc.), including a narration by Philadelphia radio personality Tom Moran. For most of the tape 3985 runs at a brisk 55 m.p.h. and the camera holds broadside, even passing through grain-elevator towns, including sequences where the locomotive slows to a stop and a couple of scenes with 3985 accelerating to track speed. The live audio is extremely well done, as the microphone was concealed from the wind (no "jet engine" sound). You can hear the engine working when it's working and the machinery when it's not. The highlight of this tape is the longest uninterrupted pacing sequence ever put on a commercial videotape: 28 min-

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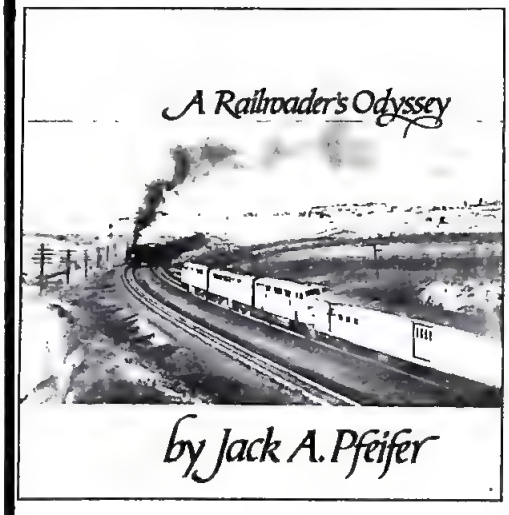

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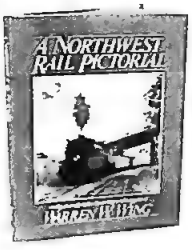

ALSO . . . two great Warren Wing books. *To Seattle By Trolley* is a pictorial history of Pacific Northwest Traction (160 pages, 225 photos, maps and rosters). Hardcover version is sold out; softcover still available at **$21.95**.

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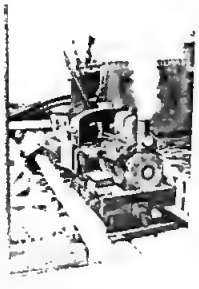

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utes, covering 22 miles of running! The continuing image of the 4-6-6-4 at work is compelling, and you will find yourself "hooked." 60 minutes, $29.95 plus $3.00 shipping (N.J. res. add 7% sales tax).

Well executed steam action is the rule in two tapes from Berkshire Productions, P.O. Box 575, Brunswick, OH 44212. First, **"Blue Mountain & Reading Railroad"** is a fine documentary on this 13-mile, 50 m.p.h. primarily tourist-hauler located just north of Reading, Pa., on former-PRR trackage. Opening with vintage color PRR film footage (plus a b&w runby with streamlined K4 4-6-2 3768), the contemporary video was shot between 1986 and 1989. The program documents day-to-day BM&R operations with both steam and diesels, plus a few of the "off-line" trips over Conrail. The primary steam power for the line is former-GM&N 4-6-2 425 and Reading T1 4-8-4 2102, and the diesels include restored Reading GP30 5513 and C630 5308, plus two PRR E-units. The footage includes lineside, in-cab, on board and pacing, plus a runover shot, scenes from a camera mounted behind the drivers on both steam locomotives and pacing footage of the 2102 from taken from a moving railcar ahead of the locomotive. More notable views of off-line trips include the 2102 crossing the Rockville bridge near Harrisburg (with that distinctive Reading "hooter" echoing in the river valley) and the PRR E-units traversing Horseshoe Curve (behind Conrail diesel helpers). The editing is well paced, and the narration is smooth. 60 minutes, $39.95 plus $2.75 shipping (Ohio res. add 5½% sales tax).

The second program Berkshire Productions is **"Central American Rail Adventure"** featuring two visits to Central American three-foot narrow gauge steam operations during 1972 and 1973. Transferred from 16mm color film shot by George Leilich, former-vice president of operations of the Western Maryland Railroad, this is some of the best executed foreign steam photography we've seen. In fact, some of today's video shooters could learn from the compositions. The show is broken down into two parts: Part I visits Guatemala, El Salvador and Costa Rica in November 1972, and Part II returns to Guatemala and El Salvador in November 1973 to cover different parts of the lines. The scenery in these countries is as spectacular as (and greener than) the U.S. Western narrow gauge railroads, and the motive power is oil-burning Baldwin-built outside-frame 2-8-2s and 2-8-0s (the former comparable in size to the D&RGW's 470-class) running on mixed trains climbing 3% grades with plenty of high trestles and tunnels. In addition to views of the passing diesel-powered trains, the steam footage includes runbys, in-cab and roof-top scenes, plus texture-giving views of the people, trackside scenery and wooden rolling stock, armstrong turntables, electric steeple cabs and a silver home-built gas powered motorcar dubbed "the galloping banana, and even landmarks like the Panama Canal. Maps from the original 16mm production are included, and the narration and editing make the program very interesting and easy to follow. The transfer to video is excellent, and the sound was recorded separately but in "sync" on the tape. Berkshire promises more footage from the George Leilich collection in the future, including Western Maryland. 90 minutes, $39.95 plus $2.75 shipping (Ohio res. add 5½% sales tax).

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"Santa Fe the Kansas Way," produced by CRV Productions, P.O. Box 771101, Wichitá, KS 67277-1101, VHS only, $42.50 plus $2.50 shipping (Kan. res. add $2.23 tax).

The bigger producers could take some lessons from this great release by new company CRV Productions. It covers Santa Fe's main lines in lower Kansas from Emporia southwest to the Oklahoma border near Kiowa, with plenty of good action runbys (none stretched out to the point of agonizing the viewer) and glimpses of lineside structures and landmarks. Best of all, it's all put into clear perspective with colored maps which appear from time to time to explain which segment of the railroad will be shown next. The narration is pleasant, highly informative and spread smoothly throughout the tape so you'll never lose the diesel sounds among gobs of voice-over, nor will you sit through dry spells where trains pass by without any verbal explanation of what's happening.

Being partial to good scenery, I really enjoyed the portion on Matfield Green, where Santa Fe twists and climbs through the grassy Flint Hills, and the long-lens shot at Rose Hill as a train crests the 0.6% rise. Most of the action has 70-m.p.h. intermodals and mixed freights flashing across the countryside, led by a variety of power like GP7s, SD40-2s, F45s (some still in the ill-fated SPSF merger scheme), rebuilt ex-Amtrak SDP40Fs and red & silver Super Fleet FP45s. Even the new Super Fleet GP60Ms get plenty of coverage in runbys and pacing. One set even pulls up to the camera and stops for a meet, giving us a good, long look at these flashy four-axle units.

Despite being a newcomer, CRV has put together a video with some of the most complete and well-balanced content I've seen. However, their newness also means they didn't shoot with the top-of-the-line, high-resolution cameras many major producers can afford, so the image is not always ultra crisp, distant sounds aren't always audible and the zoom-ins and zoom-outs are rather sticky. But the cameraman is skilled and overcomes the camera's limitations with good compositions and graceful, steady panning.

This tape is a great start for CRV, and it's a must for any Santa Fe fan. Their sincere attention to detail and content show that they're just one high-end camera away from being shoulder-to-shoulder with the Pentrex league — B.K.

"Runnin' That New River Train," produced by Hopewell Productions, Boardman-Poland Road, Suite 15, Poland, OH 44514; 800/722-0765. VHS or Beta, VISA, MasterCard and American Express accepted, 60 minutes, $39.95 plus $3.00 shipping (Ohio res. add $2.20 sales tax).

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River Gorge on the old C&O main line and having the engineer "talk you over the road." That is precisely what you get in this tape as engineer Rich Melvin describes the action from his vantage point on the right hand seatbox. This tape is just like being there. You spend most of the time in the center of the cab looking toward the engineer or fireman and get occasional glimpses up the side of the engine from the gangway and even over the top of the cab from atop the tender coal boards. I was a guest in the cab of the 765 over this same route in 1988, and what is shown here on tape is exactly what I observed, although the video trip was made two years later.

The occasion was the October 1990 "New River Train" excursions from Huntington to Hinton, W.Va., sponsored by the Collis P. Huntington Chapter NRHS. After an introduction to the engine and railroad (including some vintage footage of ex-Reading 4-8-4 2102 and C&O 4-8-4 614 on the same route), this tape does a lineside chase of the 765 from Huntington through Charleston to Montgomery, W.Va., with some fine start-ups, pacing and runbys to give the viewer a "feel" for the line and locomotive. At Montgomery, we climb aboard for a cab ride up the New River Gorge and stay there through the photo runby at Thurmond, although lineside views are interspersed at appropriate spots throughout the run. Hopewell producer Rich Melvin is also the regular engineer on the 765 during its excursion season, and he is in charge this day. His professionalism in handling both jobs is evident.

Wearing a microphone, Rich narrates the action as it happens, talking to the camera as though it was a visitor in the cab, describing the events as they occur and filling in basic technical information where it is needed. For instance, when he opens the cylinder cocks on departure, he tells you why it is done and what can happen if it isn't. At one point, the action zooms out of the cab and into Melvin's editing studio, where he uses graphics to clearly describe some of the signal indications that are encountered on the run. Then it's back into the cab for more action.

And "action" is the word for it. Rich and fireman Kim Besecker have a 2500-ton 30-car passenger train on a curving main line with an ascending grade of about one-half percent, a combination which tests both the locomotive and crew. The engine this day is unusually slippery, and some lineside mischief is suspected — although Rich notes that the two-car-heavier train than last week and damp rail in the shadow of the hillside are contributing factors. The "pace" of the story is very much like the real cab ride, and the

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struggle up through Cotton Hill has been a part of the C&O since 2-8-0s gave way to 2-6-6-6s and then to diesels. Many of the elements that I remember from my cab ride show up in the video, like Rich observing that it takes about 140 p.s.i. cylinder pressure to accelerate the train on the grade, but that she's slipping at 125 p.s.i. and losing speed to the hill.

And like a live cab ride, the noise is so overwhelming that it's hard to carry on a conversation, and even wearing a microphone, Rich's commentary is sometimes hard to hear. This is resolved with subtitles that duplicate the narration wherever it's necessary. The camera angles are varied enough to keep the imagery interesting, but since Rich was both the engineer and videotape editor, he was able to keep the camera focused on the important action and "follow through" on the individual scenarios. The final in-cab sequence is the photo runby at Thurmond, and we watch Rich ease the train into motion on the short but steep and curving approach to the town. He gets a good footing and alerts Kim to call the signal when it appears on his side on the curve. When Kim calls "Clear!", Rich grabs the throttle with both hands and hauls it out to the peg. The 765 holds the rail, and the photo runby is a classic. In the words of Walter Cronkite, ". . . and you were there."

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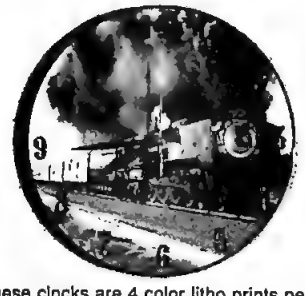

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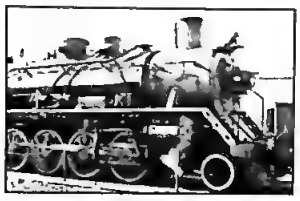

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The overall quality of the camera work is excellent, and the video camera holds the detail of the crew inside the cab while handling the bright light outside the windows much better than my Kodachrome ever did without fill-in flash. The editing is tight, the in-cab angles are varied and the lineside work is appropriate and impressive. After watching this tape you'll want to comb the cinders out of your hair — J.B.

Camera Bag

BY JIM BOYD

Shooting Super Fleets in Black & White

GUEST COLUMNIST: BRUCE KELLY

Since many magazines still make substantial use of black & white photography, and a number of railfans are still dedicated to preserving that medium (black & white has even made a big comeback in rock & roll videos on MTV!), it's inevitable that Santa Fe's bright red & silver Super Fleet units will be recorded in shades of gray by more than a few of us. Knowing that all paint schemes are not created equal as far as black & white film is concerned, and having never really shot this color combination before (the *Super Chief* was a bit before my time), I did some investigation before embarking on my trip west to photograph and ride the new Super Fleet Dash 8-40BWs for the feature in this issue. How would the scheme register in black & white unfiltered? Would a particular colored filter help or hinder the film's ability to properly record the various colors?

My early years of railfanning in southern California led to the discovery of the K2 "medium" yellow filter, which many black & white shooters use to make the red noses snap out against the dark gray body on Southern Pacific units. The red nose looks too vague or "disappears" completely in black & white photos taken without such fil-

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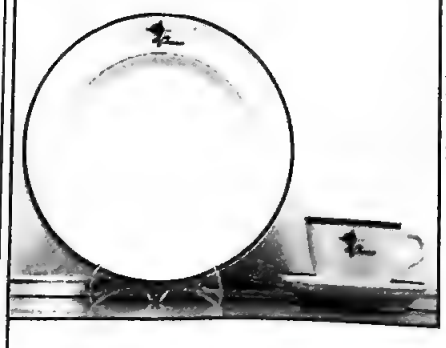

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tration. Since a filter will *lighten* its own color, a yellow filter will strongly lighten yellows and slightly lighten similar colors like red or orange, while at the same time darkening opposite colors like green, blue or SP's gray. Filters of other colors will perform accordingly, lightening their own and darkening their compliment.

Of course, the filter will affect your exposure and must be compensated for when setting your aperture. The K2 will require you to open up one f-stop. This will vary from filter to filter, so be sure to consult the instruction sheet that comes with the filter to determine the "filter factor" for exposure. Most of the "poop sheets" will have a handy exposure chart. If your camera has through-the-lens metering, it will automatically compensate since it is reading through the filter. With the generally higher speeds for black & white film compared to color, you can usually afford to live with the loss of an f-stop.

I eventually made the K2 a fairly permanent fixture on my black & white camera as it nicely differentiated the various colors on Santa Fe, UP and Amtrak power as well and also added that extra punch of contrast that yields blacker blacks, whiter whites and a greater range of all the other tones in between.

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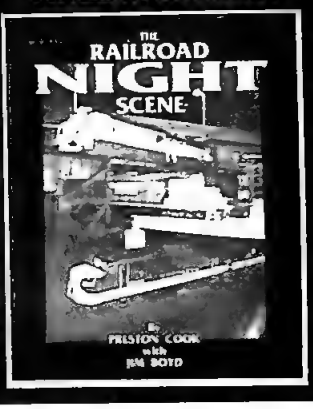

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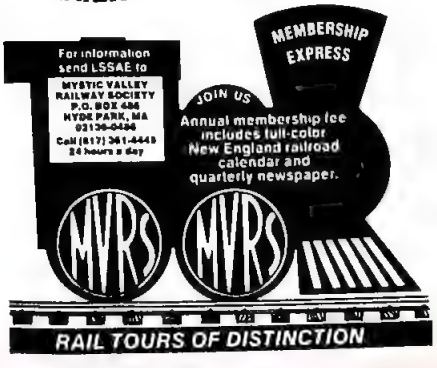

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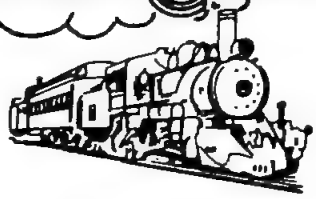

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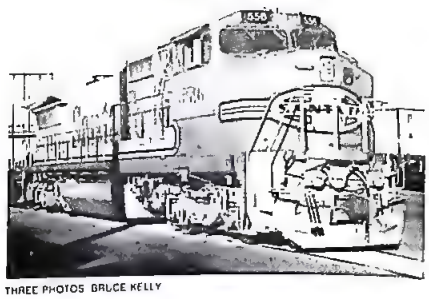
1984, I found the K2 even worked great in snapping out the colors on BN and CP diesels. But, when BN started leasing all those LMX GEs, it wasn't until after a few action shots were placed on film that I learned the K2 yellow filter was doing something horrendous. While it had nicely separated the red and dark gray on SP units, the K2 literally erased the red LMX logo off the side of the GE leasers because the tone value of the logo, after being lightened by the yellow filter, was nearly identical to the gray paint on the LMX units, which was much lighter than SP gray. (LMX units now wear red paint on their nose and number board/headlight housing as well.) The obvious solution seemed to be to simply use a clear UV filter, but that still rendered the red logo too faintly for my taste. If I didn't want to lighten the logo, why not *darken* it? The answer was a green filter (in my case an XO or "medium" green filter), which both darkened the red and lightened the gray just enough to properly record the LMX scheme. A deeper green filter might have gone so far as to lighten the gray to where it almost blended in with the white striping, so you always must be careful with filters and paint combinations when shooting black & white. Incidentally, that green filter required opening up one f-stop like the K2 yellow, but the UV filter does not affect the exposure and requires no compensation.

With the lesson of the LMXs still fresh in my mind, I wasn't about to fly to California, take all kinds of pictures of new Super Fleet units (with and/or without filters on my black & white camera) and return home with a large number of negatives that had screwed up the scheme. The GE plant at Erie was too far to drive for quick test shots, so the unit on which I experimented was none other Hal Carstens' Lionel Santa Fe warbonnet F-unit. After photographing the O-gauge model under natural outdoor sunshine with my yellow, green and UV filters, I decided the best course was to use the UV filter as it left the paint scheme quite intact. The yellow filter had lightened the red nose to the point that it almost matched the silver body. (I had seen similar results in black & white news photos of Super Fleet units sent in by some Western



THREE PHOTOS BRUCE KELLY

THE SUPER FLEET scheme is captured rather nicely in black & white using just a clear UV filter (top). A K2 yellow filter (middle) makes the red nose and red lettering on the long hood a big too light, while an XO green filter (bottom) gives the red more punch and even makes the yellow warbonnet stripe on the long hood stand out against the surrounding silver.

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photographers who I know are frequent users of yellow and red filters.) Also, the green filter had rather severely darkened the red nose. Of course, photographing full-size Super Fleet units would be quite different from shooting a Lionel model, but at least I had a preview of what to expect.

For the duration of my southern California visit, I shot black & white "unfiltered," using only a clear UV filter for simple lens protection. The overall results with the Super Fleet units were great, although the standard blue & yellow Santa Fe units I came across would have looked better, in my opinion, if shot with a yellow filter.

On December 2, 1990, the day of my return flight back to New Jersey, Mike Martin of Santa Fe's public relations department had arranged for an early morning company shoot of two freshly-cleaned red & silver (Mike notes that the silver is actually a light metallic gray) Dash 8-40BWs at the new intermodal facility in San Bernardino. Both GEs were posed facing directly east, and the low winter sun lit them beautifully down the engineer's side all morning as Mike took pictures from ground level and from the raised bucket of a boom truck. Aside from my many color and black & white shots of the units against a backdrop of straddle buggies and pig flats, I took the time to get a series of black & white roster views using the UV, K2 yellow and XO green filters, just to have the differences on record.

The results where quite similar to what I got with Hal's Lionel model. The yellow filter indeed rendered the red nose a bit too light, as well as the large, red Santa Fe lettering on the long hood, while the UV filter left the colors looking fairly normal throughout. The green filter, however, performed better than I had expected, making the reds just a bit richer and even making the yellow stripe along the curving "swoop" of the warbonnet stand out more brightly against the silver. If I had it to do all over again, I might have wanted to use the medium green filter, or better yet a pale green filter with more subtle effect, during my trip to Super Fleet country, but I'm more than happy with the results from using the UV filter.

The Ilford XP-1 400-speed black & white film I use reacts to colors like most other panchromatic films such as T-MAX 100 and 400. Whether you use these films or something completely different for your black & white work, always consider the critical use — or non-use, for that matter — of colored filters when going out to shoot a paint scheme that's new to you.

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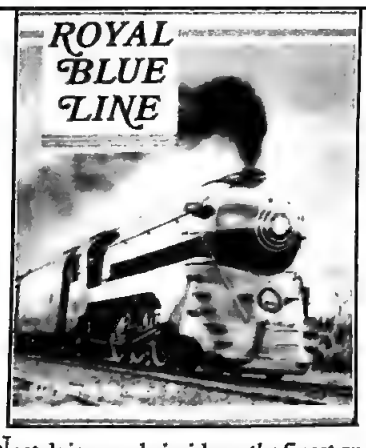

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Transit Currents

SP Lines Bought

Three hundred million dollars is the asking price by Southern Pacific for 120 miles of track in the San Francisco Bay area. The deal, which was in the process of being developed in late November 1990, involved SP in selling several branch lines between San Francisco and San Jose to a public agency known as the Joint Powers Board representing three counties. As things began to shape up, the Port of San Francisco and the Southern Pacific would retain freight access after San Francisco, San Mateo and Santa Clara counties acquire the track. Included in the package is the SP line on the San Francisco peninsula, which now sees one overnight freight train, switching moves and 52 daily passenger trains. So far it appears that the state had $120 million marked for the purchase and another $53 million for eventual improvements to its purchases. There may be other sources.

The line involved includes 80 miles from San Francisco to Gilroy, the Dumbarton line into Alameda County, the San Bruno branch into San Mateo County, the Moffet branch into Sunnyvale and the Vasona branch west of San Jose. With the money authorized by the referenda approved by the public in the summer of 1990, much of this rail line could see commuter service and/or light rail or other rail transit service before the end of the 1990s. Thanks to Tom McGarry for the news.

Metro Green Line

The first part of the Washington Metropolitan Area Transit Authority rapid transit system's Green Line is scheduled to begin operations on May 4, 1991. Three new stops will be added to the system in the 1.6 miles between Gallery Place-Chinatown and U Street-Cardozo stations in northwest Washington.

Moving north from Gallery Place, the new stations are Mount Vernon Square-UDC in the vicinity of 7th and M streets, Shaw-Howard University at 7th Street between S and R streets and U Street-Cardozo on U Street between 10th and 13th streets. The Green Line is the last of the Washington rapid transit lines to open any portion of its system. By 1993 the line will eventually be completed to Greenbelt in Prince George's County in Maryland and is expected at the start to add about 5700 weekday passengers to the Washington Metro system.

Metro is facing some tough times, despite the fact that an additional rail opening is coming along soon. Higher prices for bus fuel as a result of the Persian Gulf affair is but one problem. There has also been a softening of rail ridership due to the slackening off of the economy so that the 4% growth in the number of riders projected for 1990 was incorrect; the increase was only about 1% through September. Metro may have to go through a number of years of annual fare increases to meet its fiscal needs. Worse yet, the financially distressed District of Columbia government has reneged on its promise of funding. In the longer run, the WMATA management and board are facing up to the fact that the system is going to cost more to operate as it grows older despite the natural escalation in ridership and revenues. Thanks to Marion J. Zych for the news.

Memphis Trolley Gets the Highball

Tuesday, December 11, 1990, was an important day in Memphis. With the expectation that Memphians will see a completely remodeled and bustling downtown commercial district by 1992, the city council approved the construction of a $33- million trolley and Mid-America Mall redevelopment project. The Memphis trolley will run along Mid-America Mall and Main Street from Mill Street in the north to Calhoun Street in the south.

The soon-to-be Memphis trolley is just one ingredient in reinvigorating the downtown part of the city. Other features are the Great American Pyramid, the National Civil Rights Museum, the Beale Street Historical District, the Cook Convention Center and other features. The reinvigoration of downtown, with the trolley as the centerpiece, is expected to play a major role in boosting tourism and helping to rejuvenate the downtown part of the Tennessee metropolis. Thanks to David M. Johnston for the news.

New Red Line Cars for Boston

If all goes well, the year 1994 will see 86 new stainless steel rapid transit cars go into service on the Red Line of the Massachusetts Bay Transportation Authority. The new stainless steel cars will replace the 30-year-old "Bluebirds." The Bluebirds began Red Line service in 1963 and have become very difficult and expensive to maintain. The old cars have become increasingly unreliable as they reach the end of their economic life.

The new cars will be equipped with a.c. power systems to help cut both maintenance costs and energy use. Solid state microprocessors will operate the cars' subsystems and provide operating personnel with computerized information on the status of each of these systems. The new cars should be better

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

for San Francisco Transit

able to operate on-time service on the rapid transit line that has altered its character greatly since 1973. The long extension south to Quincy is more in the nature of an electrified commuter railroad than a rapid transit service in a closely built up part of the city. Take heart, Red Line riders!

Fort Collins Revisited

Al Kilminster writes from Fort Collins Municipal Railway Society (Box 635, Fort Collins, CO 80521) that the end of track is now a thousand feet west from the center of town with the Burlington tracks splitting the distance at 500 feet. He says that the eventual expansion of the line into downtown will probably be carried out by the city. The city has conceptual plans to take out center parking and the concrete in the roadway of Mountain Avenue and build a median with trees and grass. Crossing the Burlington tracks just adds to the fun and games.

Whether it is extended or not, the Fort Collins Municipal Railway is a beautiful gem of a trolley system, and I recommend it highly.

New Texas Super Interurban?

While it will be a bit longer than the old Texas Electric interurban and may bypass a few places that an old interurban would serve, apparently Texas is going to move ahead with a high-speed rail service. Linked together initially will be Houston, Dallas and Fort Worth, with eventual expansion to San Antonio and Austin. The old Texas Electric didn't get up to 200 m.p.h., but the new rail service, which is very likely to be electric, may simply be a gigantic version of the interurban.

It is possible that the rail line is going to be too popular; too many places may want service. Houston and Dallas are supposed to be connected by a rail line paralleling Interstate 45, and cities that are not in that particular alignment are aggressively lobbying to be included on the route. Among Texas cities the system is being likened to the Interstate Highway System in that cities that were not on the Interstate System when it was built suffered economically.

Thanks to Mike Murray for the news. By the way, Mike questions just how high speed a high-speed rail line can be if it stops at too many places along the way!

Cost Overruns in Baltimore

If you had gone out back of Camden Station during the winter of 1990, you would have found a platform under construction and, close by, rail fastened by Pandrol clips to concrete ties. Nearby, work continued on the new Orioles baseball stadium. It's part of the progress of the new light rail line in Baltimore that will eventually be operating between Hunt Valley on the north and Glen Burnie on the South. While construction of the line seems to be rolling along smoothly insofar as meeting its opening date of 1992, the cost overruns are beginning to cause the usual political fallout. The total cost of the light rail line is now expected to be $446 million, which is a price tag of about $40 million higher than expected in the recent past.

Visit Baltimore, see the sights in the downtown area, go to the trolley museum and find those places where the new light rail line is under construction. Thanks to Marion J. Zych for the news.

Flashes

The CHICAGO Area Regional Transportation Authority is moving ahead with plans to build a personal rapid transit system in one of the suburban areas. A test operation of this type of automated system will be constructed and run within the next few years. Twenty suburbs are in the running for the test line. Good prospects include the DuPage County communities of Naperville, Lisle, Oakbrook, Downers Grove, Lombard and Addison. The target date is 1993. The automated railcars, each with a capacity of up to five people, will operate along futuristic-looking tracks and will connect rail commuter stations or bus major lines to office or retail complexes. The idea is to take traffic away from suburban roads, which are unhappily clutched in gridlock for an increasing time period each day. Another Chicago suburb proposal is the purchase and use of the Elgin, Joliet & Eastern right-of-way. DuPage County plans to buy 57 miles of the railroad line for a commuter line. Unfortunately, one county board member, whose company purchased land from the EJ&E, also was negotiating for the private purchase of land in Will and Kendall counties on behalf of 14 partners. The possible conflict of interest may hamper movement on the purchase. Thanks to David F. Cosgrove for the Chicago area news.

The Urban Mass Transportation Administration in mid-December 1990 granted $140,000 to the Greater CLEVELAND Regional Transit Authority to study potential expansion of transportation services at the Tower City Center complex. This massive downtown development occupies the old Cleveland Union Terminal. The study will look at three possible improvements. The first is passenger access ways between Tower City Center and the new commercial development adjacent to the center. The second is a 1.5-mile trolley shuttle between Tower City Center and the Flats entertainment area. The third is possible relocation of Cleveland's station to the Tower City Center.

The Bay Area Rapid Transit District in San Francisco is once again thinking about 24-hour-a-day service. BART operated 24 hours a day immediately after the 1989 World Series earthquake. There has been a

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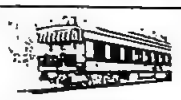
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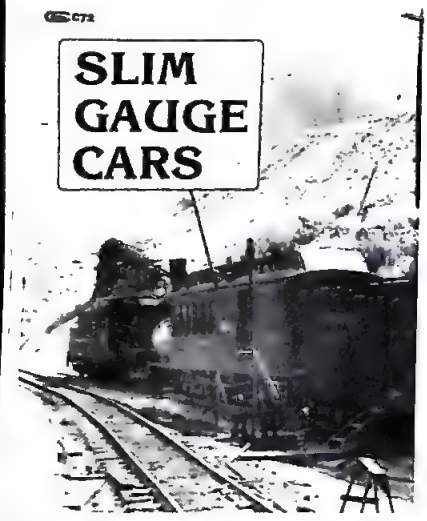

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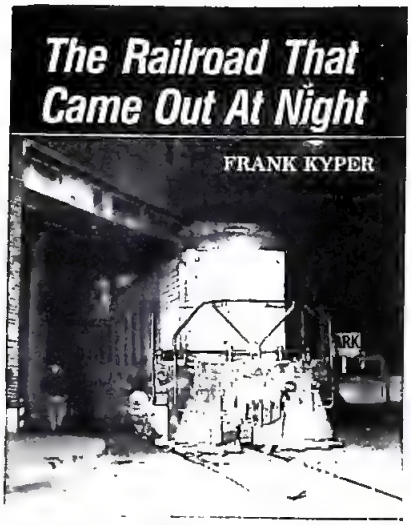

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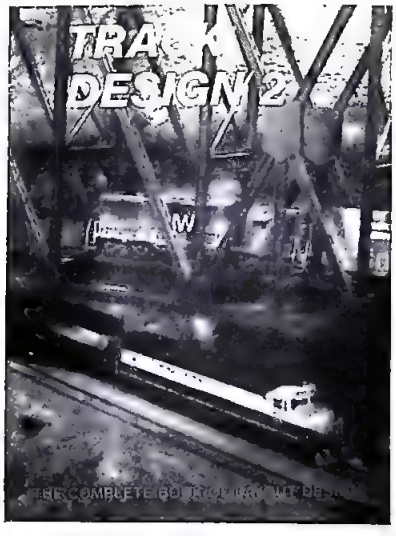

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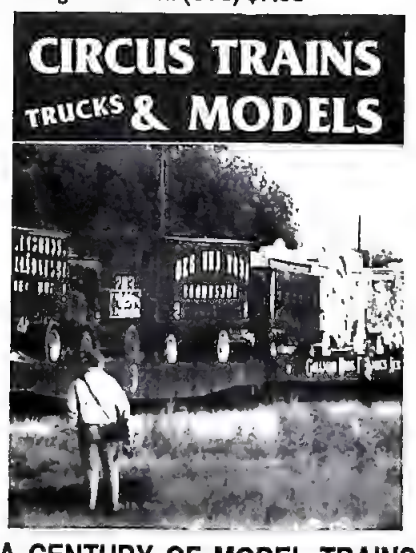

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demand from the public to restore this convenience. Taking a leaf from the Toronto Transit Commission's book, BART is now hawking mugs and T-shirts and doing other things to increase its visibility. Thanks to Tom McGarry for the BART news.

They call it the CALCAR, and it is supposed to be the standardized car design for California. Ted Wurm sends news that a committee to determine the car design was established by Proposition 116, which is the rail bond act initiative of June 1990. According to the initiative, the committee will design a standard intercity and commuter railcar for use in California, and the design will be utilized when Proposition 116 and Proposition 108 funds are used to buy equipment for transport districts throughout the state. The hope is that standardized car design will prevent costly duplication of design efforts and help keep down the steadily increasing cost of rail passenger equipment.

From San Francisco, Harre Demoro sends word that New Flyer Industries of Canada got the contract to build 35 60-foot-long ARTICULATED BUSES. Three months of testing of the prototype will start in April 1992. By the mid-1990s, MUNI hopes to have 102 articulated trolleybuses in service. The articulateds in all likelihood will replace the standard 40-foot trolley coaches on the 14-Mission, 30-Stockton, 40-Union-Stockton and 1-California lines. The standard trolley coaches will be used on new trolley lines that will replace diesel buses on busy routes.

Harre Demoro sent a copy of the obituary he wrote for ALAN ATKINS that appeared in the December 27, 1990, San Francisco *Chronicle*. Mr. Atkins was an art director on films for the National Science Foundation, the Boeing Company, Standard Oil, Southern Pacific and the Atomic Energy Commission. He was a great fan of the old Key System, the electric trains that served the East Bay area and linked it to San Francisco across the Bay bridge. Indeed, Mr. Atkins designed the orange & silver paint scheme for the trains. He was a long-time volunteer at the Western Railway Museum in Solano county, where he assisted in the restoration of Key System equipment. He also played the role of motorman on weekends.

A letter from Paul T. Schroeder informs me that the Greater PEORIA Mass Transit District has issued a 1991 wall calendar featuring a collection of current and historic public transit photos from the Peoria system. The price is $2.00 plus $1.00 for mailing from GPMTD, 2105 NE Jefferson St., Peoria, IL 61603.

SNOW SWEEPERS are often among the older equipment in a transit system's fleet of rolling stock. Two snow sweepers from the Washington area have been preserved by the National Capital Trolley Museum: Capital Transit 07, built in 1899, and Washington, Alexandria & Mount Vernon Railway 51, built in 1905. Both were featured in "Snow Sweeper Day" at the trolley museum on March 16, 1990. Sweeper 07 was operated throughout the day. It also included a display of antique automobiles. For information about the National Capital Trolley Museum, write to P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007, or phone 301/384-6088.

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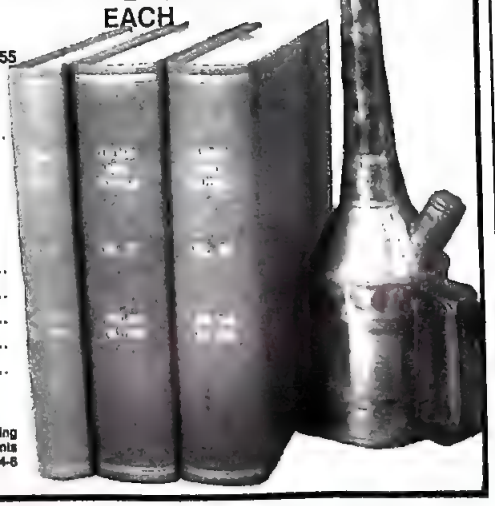


READING & NORTHERN RAILFAN WEEKEND Just months after its takeover of 124 miles of ex-Reading and L&NE branches in eastern Pennsylvania from Conrail, the Reading, Blue Mountain & Northern changed its mouthful of a name to simply "Reading & Northern." Along with the new name, the R&N has announced it will hold a phenomenal Railfan & Steam Weekend on June 1-2, 1991. Both days will feature a variety of trains to ride and photograph, with BM&R T-1 4-8-4 2102 pulling a 70-car loaded coal train with coaches coupled behind, Reading-schemed GP30 5513 and C630 5308 pulling empty hoppers with coaches and BM&R 4-6-2 425 pulling a short passenger consist. For full details see TIMETABLE.

BAR CENTENNIAL EXCURSIONS To celebrate its 100th year, the Bangor & Aroostook Railroad is running some passenger excursions during summer 1991, kicking off on June 29 with an open house and public ceremonies at Northern Maine Junction, followed by a round trip excursion to Searsport. A highlight of the event will be the unveiling of F3 42, fully restored in as-delivered two-tone gray as BAR 502. On weekends through August 11, the excursion train will offer rides ($15.00 for adults, $7.50 for children) on different line segments such as Northern Maine Junction-Brownville Junction, Houlton-Squa Pan, Presque Isle-Limestone and Derby-Millinocket. See TIMETABLE for full schedules and details.

SUPPORTING THE TROOPS Two major railroads have repainted locomotives in support of the forces in the Persian Gulf. Union Pacific Jenks Shops employees in North Little Rock, Arkansas, painted SD40-2 3593 in desert camouflage with white reflective lettering (page 2). Mounted on the handrails on each side of the long hood are plaques with the names of the 66 UP employees called to active duty in the Gulf war. The UP added ditch lights to the nose for safety in addition to the reflective lettering and frame stripes. Dubbed the "Desert Victory" locomotive by railroaders, 3593 is touring the UP system and is being kept in the lead on freight trains as much as possible. Also, UP is paying the difference between the military salaries and normal wages of its employees while they are on active duty.

Not to be outdone, Burlington Northern ordered one of its new SD60Ms, built by GMDD in London, Ontario, to be painted in a special red, white and blue "Patriotic" scheme (page 2). Numbered 1991, this flashy unit will also tour the system and be kept in the lead on freights when possible.

A few roster considerations had to be made for the new 1991. One of a second batch of 50 SD60Ms (9250-9299) which, unlike the previous 50-unit order, sport F45-like two-piece windshields and tapered nose side-panels, the 1991 carries serial number 897049-48 and was to become the 9297. The last unit of the order (897049-50) got the 9297 road number, and 9299 has been dropped, likely to be given to the 1991 when it comes due for an overhaul. Also, BN's active GP9 1991 (ex-NP 377) was given the now-vacant 1994 to make room for the Patriotic SD60M.

Also in support of Desert Storm, Chicago's Metra commuter agency has been placing flags on the noses of all of its units since February 1991. These include the BN's fleet of E8s/E9s and Metra's F40PHs and F40Cs. The last time the railroads picked up such a flurry of patriotism was for the 1976 Bicentennial.

SEPTA PCCs On Sunday, February 24, 1991, SEPTA restored streetcar service to Route 56 ("Philadelphia's Street-Running PCC Cars," April 1991 R&R). The line had been temporarily converted to buses early in 1990 following a massive water main break and resulting street cave-in on Torresdale Avenue just east of the Frankford El. During the shutdown in streetcar operations, two sections of the line on Erie Avenue between Broad Street and the Frankford El were rebuilt with the streetcar tracks in a slightly raised, reserved area in the middle of the street. This brings PCC operations back to all three of the lines to which they are assigned. Service frequency on Route 56 is only every half hour in the evenings and on weekends, requiring only three cars to cover the service — G. GERRISH WILLIAMS.

ESCANABA & LAKE SUPERIOR On January 29, 1991, the Escanaba & Lake Superior Railroad operated a "photo train" for the accounting firm of Arthur Anderson. The firm does consulting work for companies specializing in transportation (including the E&LS) and wanted to film a video of a railroad client for advertising and company use. To shoot the video, E&LS ran a special train from Ontonagon to Iron Mountain using E&LS GP38-2 400 and RS12 300, both in the E&LS GN-inspired paint scheme. The locomotives pulled approximately 25 freight cars, along with four passenger cars on the rear end. For much of the distance, the train was paced by a helicopter. This marked the first time the two units operated together in freight service. Normally, both units are kept washed and waxed inside the Wells, Michigan, enginehouse and are used for special passenger train operations — STEVE GLISCHINSKI.

W&LE FREIGHT TRAINS During early 1991, the new Wheeling & Lake Erie began utilizing its trackage rights over CSX's ex-B&O main line between Connellsville, Pennsylvania, and Hagerstown, Maryland, a route involving the steep and twisting Sand Patch Grade. By February, W&LE had run three unit grain trains east to Hagerstown, each handling about 30 to 50 cars. The power reportedly returned west light. The W&LE traffic has brought such interesting power to Sand Patch as the ex-N&W high-nose SD45s and an ex-Southern GP35 which pulled the grain train on February 24.

In addition to the W&LE moves on CSX, the period February 20-22 saw CSX detouring several eastbound trains over the W&LE between Pittsburgh and Connellsville during a strike on the P&LE. Ever since the May 1990 startup of the new W&LE, rumors have circulated that CSX might stop running certain trains over the P&LE line between Connellsville and Pittsburgh in favor of a new route via the W&LE. Perhaps the events of February 1991 are a sign of things to come.

CSX SLOWS DOWN On February 1, 1991, CSX implemented Operation Train Pacing, a bold policy which the railroad feels will save millions of dollars in annual fuel costs by reducing the maximum speed of most trains to 40 m.p.h. systemwide. Priority trains such as intermodals and Amtrak will not be affected. The whole plan is based on computer simulations which indicate that the lower maximum speed would reduce fuel consumption by as much as 21% while having little effect on *average* speed over the road. According to CSX's findings, trains running between Jacksonville, Florida, and Richmond, Virginia, under the previous speed limits averaged 44.4 m.p.h. throughout the trip; under Operation Train Pacing their average speed would drop by only 7 m.p.h. Glenn Michael, senior vice president of transportation at CSX says, "While some increase in road time is likely, we fully expect — with the help of employees — to find innovative ways to reduce terminal time. Keeping to a steady, regular schedule, it should be possible to significantly reduce the amount of time spent in yards, for example."

Slowing its trains down will be the easy part; whether or not CSX will be able to make up the time in yards remains to be seen. To say that veteran railroaders are skeptical could be the understatement of the decade. One suspects that those computer geniuses have never pounded a yard lead at 3:00 a.m. or ever dealt with the real railroad world. It doesn't take many "dog catching" taxi rides of Hog Law crews to eat up that 21% fuel savings.

EXCURSIONS ON THE A&M This spring will see the resumption of excursion service on the Arkansas & Missouri Railroad, and through the summer, three different trains will originate from three locations on the A&M, each with different power: an RS1-powered excursion out of Van Buren, a mixed train out of Springdale and a luxury excursion out of Rogers.

From Van Buren there will be weekend trains featuring an RS1 and two coaches of CNJ or EL heritage. A 1:00 p.m. departure will make an 18-mile round trip to Rudy, while a 2:00 p.m. departure will climb the Boston Mountains, passing through the highest railroad tunnel between the Appalachians and the Rockies en route to Winslow, returning to Van Buren after a 70-mile trip. For fares and information, contact the Van Buren Chamber of Commerce, P.O. Box 652, Van Buren, AR 72956; 501/474-2761.

On Wednesdays, the A&M's Fort Smith Turn will operate as a mixed train, departing Springdale at 8:00 a.m. While the turn continues on to Fort Smith to complete its freight assignment, you can explore historic Van Buren before reboarding for the trip back to

KODACHROME JOHN C. BENSON

AEE GP40u No.1, formerly CSX 6599 (nee-B&O), poses at National Railway Equipment in Silvis, Illinois, on March 4, 1991, after being rebuilt and painted for its new owner. A second unit, ex-D&RGW GP40-2 3108, was expected to be similarly rebuilt and painted for service on the American-European Express luxury trains.

KODACHROME JAMES McGINTY

METRA E8s 518 and 521 have been leased to the Long Island Rail Road. On February 26, 1991, they sat in the snow (right) alongside an MP15AC at LIRR's Morris Park Shops awaiting the installation of cab signals. When they begin service, the E8s will likely be run with new doubledeck cars on the Port Jefferson Branch.

KODACHROME STEVE GLISCHINSKI

KODACHROME DAVE BAER

W&LE FREIGHT TRAINS have been running on CSX east of Connellsville, Pennsylvania. On February 24, W&LE ran its third grain train east over the former-B&O Sand Patch Grade to Cumberland, Md., seen here (left) on the west slope at Meyersdale, Pa., with ex-N&W high-nose SD45s 1767 and 1784 and ex-Southern GP35 2680. The 36-car train ran as symbol Z463 on CSX.

ESCANABA & LAKE SUPERIOR operated a "photo train" between Ontonagon and Iron Mountain, Michigan, on January 29 for commercial video shooting. Seen passing through Randville (below), the train consisted of E&LS GP38-2 400 and RS12 300 in GN-inspired colors, 25 freight cars and four passenger cars on the rear.

Springdale, returning approximately 5:00 p.m. Advanced reservations are required through the A&M Railroad, 107 North Commercial Street, Springdale, AR 72764; 501/751-5763.

Excursions featuring Boston Mountain Rail Company stainless steel cars will depart Rogers' Frisco Depot Saturdays at 1:01 p.m. for a three-hour trip to one of two destinations. On the first, third and fifth Saturdays of the month, the train powered by a C420 will head north to Exeter, Missouri. On the second and fourth Saturdays, the train goes south through the Boston Mountains. Services range from standard coach to deluxe chair car to dome observation, each with its own fare. Information is available through the Rogers Chamber of Commerce, 113 North 4th Street, Rogers, AR 72757; 501/636-1240 — SANDY BURTON.

INDUSTRIAL NEIGHBORS Empak, a railroad car cleaning business located in Fitzgerald, Georgia, uses an Alco HH660, RE606, which it leases from Relco. The 51-year old locomotive (originally Buffalo Creek No.43) works approximately 60 hours a week, six days a week, moving cars about the facility for various types of cleaning. Empak has painted the Alco bright orange with black frame and trucks and a company logo on the cab sides (page 68). RE606 had major engine work performed on it by Relco in August 1990, retaining its Alco 538 engine (serial No.2667) and should be in service for several more years.

Right next door to Empak is Fitzgerald Railcar Services, which used to have the lease on RE606. FRS has since purchased ex-B&O NW2 9548 and painted it yellow with black lettering (page 68). The two facilities make use of each other's locomotives when one is down. FRS and Empak both share the same interchange track with CSX — MARK D. COMSTOCK.

PRR's LAST E44 The last E44 electric freight locomotive built for the Pennsylvania Railroad has been donated by Amtrak to the State Railroad Museum of Pennsylvania in Strasburg. But there was a catch, the Museum had to pay to properly dispose of the PCBs in the main transformer. After months of fundraising, the Museum was able to accept the donation. Except for the removal of the main transformer altogether, the unit is complete — Amtrak's Wilmington shops did some cosmetic work to cover the hole where the transformer had been. The 4465, dressed as Amtrak 502, arrived at the Museum in early March 1991, and will be official dedicated at a small ceremony on April 27. Amtrak public relations executive Clifford Black will do the honors and make a small speech commemorating Amtrak's 20th Anniversary.

The 4465 is the last of 66 (4400-4465) E44s built for the PRR between 1962 and 1965. They were eventually conveyed to Conrail in 1976, with some of them going to New Jersey Transit in 1983. Amtrak gave NJT three E60s in exchange for ten E44s which Amtrak had planned to rebuild and use in MofW service. After giving eight of them 500-series numbers and Amtrak paint jobs, the plan was discarded, and all ten were declared surplus. The other nine are still on the property, two in Conrail blue.

EMD G12 DEMONSTRATOR 7707 A vintage EMD demonstrator is being restored in, of all places, Norway. G12 7707 was first sent to Sweden from New York in July 1954. It made trial runs as soon as EMD engineers had checked that all was okay after its sea journey. In August 1954, the 7707 then went to Trondheim, Norway, and immediately made a two-day round trip hauling freight to and from Otta. Judging from the newspaper reports, Norwegian State Railroads (NSB) officials were very happy with the locomotive's performance. After a couple of successful passenger runs, the 7707 returned to Sweden for more testing on the Swedish State Railroads (SJ). The demonstrator was eventually purchased by SJ, and between 1954 and 1969 the NSB bought 35 G12 units (Di3a and Di3b classes) from EMD, followed by five more (Di4 class) in 1981.

In November 1986, locomotive preservationists known as the "GM Gruppen" (group) bought the 7707 from SJ and brought it back to Norway. At that time, the group numbered some 35 members, who had put together the money to buy the unit, but membership has since grown to about 50. Cosmetically restored to its original EMD demonstrator livery (page 74), the 7707 was then taken to the diesel shops in Trondheim in early March 1991 where the group was to work on weekends putting in the traction motors which were overhauled by the NSB shop in Drammen. It's hoped the G12 will be operable in a couple of months — EVEN BERGSENGSTUEN.

ABERDEEN, CAROLINA & WESTERN Three Aberdeen, Carolina & Western former-Illinois Central cabooses (page 68) now wear the same classy multicolor paint scheme introduced on GP9 900 (May '90 R&R). The AC&W, headquartered in Aberdeen, began operations in June 1987 when it took over 35 miles of the old Norfolk Southern Railway between Aberdeen and Star, N.C., that had been split away from the Southern Railway in 1984 as the Aberdeen & Briar Patch. In May 1989, the AC&W also began operating an additional 105 miles of the former Norfolk Southern Railway between Charlotte and Gulf, N.C., as part of Norfolk Southern Corporation's "Thoroughbred Short Line Program." The two segments connect at Star, N.C.

In addition to a former-Southern Railway SW9, the AC&W motive power consists of five Geeps: three ex-C&O GP9s including the 900 (former-C&O 6185), recently-acquired BAR GP7 71 and former-A&BP GP7 896 (SAL 1716, SCL 896), the one unit which came with the Aberdeen & Briar Patch trackage. The GP9 900 was the first and, so far, the only AC&W locomotive in the new livery.

THE "HASSAYAMPA SPECIAL" During the weekend of February 23-24, 1991, Grand Canyon Railway 2-8-0 No.18, together with a water car and three GCRy coaches, joined equipment from Santa Fe, Amtrak and the Arizona Railway Museum for a static display at Phoenix Union Station (page 74). The event was organized by the Arizona Rail Passengers Association to recognize the redevelopment of the depot and to promote rail awareness throughout the state. Highlighting it all was the operation of the GCRy train over Santa Fe's rugged and scenic "Peavine" route. Dubbed the "Hassayampa Special," the train ran from Williams south to Phoenix February 21-22 and returned during February 25-26.

Grand Canyon Railway's regularly scheduled service for 1991 will run daily June through September, Wednesday through Saturday during October and Friday through Sunday during November, departing Williams at 9:30 a.m., arriving Grand Canyon about 12:15, then departing Grand Canyon at 4:00 p.m. and returning to Williams about 6:45 p.m. Ex-LS&I 2-8-0s 18 and 29 will be splitting the workload for 1991, one running the four- or five-car trains for a few weeks while the other gets shopped for maintenance. For fares and information phone 800/THE-TRAIN.

In its ongoing search for additional motive power, GCRy has approached the city of Kingman, Arizona, with a proposal to lease Santa Fe 4-8-4 3759, which sits in a Kingman park. Following full restoration, the engine would be used on the line to Grand Canyon and possibly on an ambitious luxury train which GCRy would begin running over the Santa Fe to Los Angeles by 1995. Kingman is evaluating the GCRy offer amid much controversy; some of its citizens support the idea and the local commerce it could generate, while others want the 4-8-4 to remain a static, historical landmark. Meanwhile, work on GCRy's ex-CB&Q 2-8-2 4960 is on "hold" pending further motive power developments.

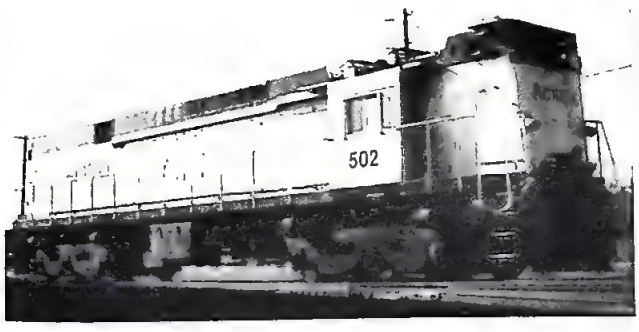
IN CUMBERLAND, MARYLAND Western Maryland Scenic Railroad in Cumberland, Maryland, is making major changes in its operating equipment. First, Jack Showalter and his two Canadian Pacific G5 4-6-2s lettered Alleghany Central will no longer operate on the tourist line. For the 1992 season, the WMSR has placed an order for a Chinese SY-Class 2-8-2 from Tang Shan to be built to American specifications (similar to Valley Railroad 1647, Knox & Kane 1658 and NYS&W 141). For the 1991 season, the tourist line has contracted with Sheraden Rail-Op from Ohio to operate the tourist trains with Alco diesels — a former-VIA FPA4 and a former-D&H RS3. Plans are to paint the FA in Western Maryland black-with-gold "speed lettering" and the RS3 in WM's black "Fireball" freight scheme. The diesels will only operate in 1991, and possibly the 1991 Railfan Weekend could include a freight train.

The Western Maryland Scenic Railroad operates a 15.31-mile tourist line of former-Western Maryland and Cumberland & Pennsylvania trackage. Trains depart from the former-WM depot in Cumberland and run to the former-C&P depot at Frostburg, Md.,

WAYNE DUPLISEA COLLECTION

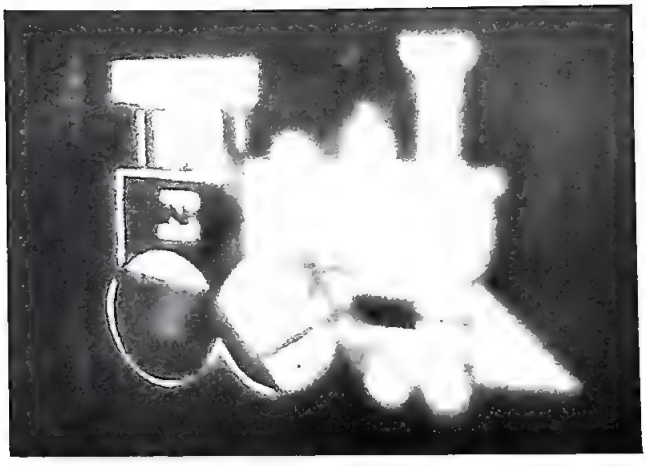
BAR CENTENNIAL EXCURSIONS will begin in June with the unveiling of F3 502, restored to its original two-tone gray paint and number as shown here during its delivery in 1947.

RICHARD M. GLADULICH

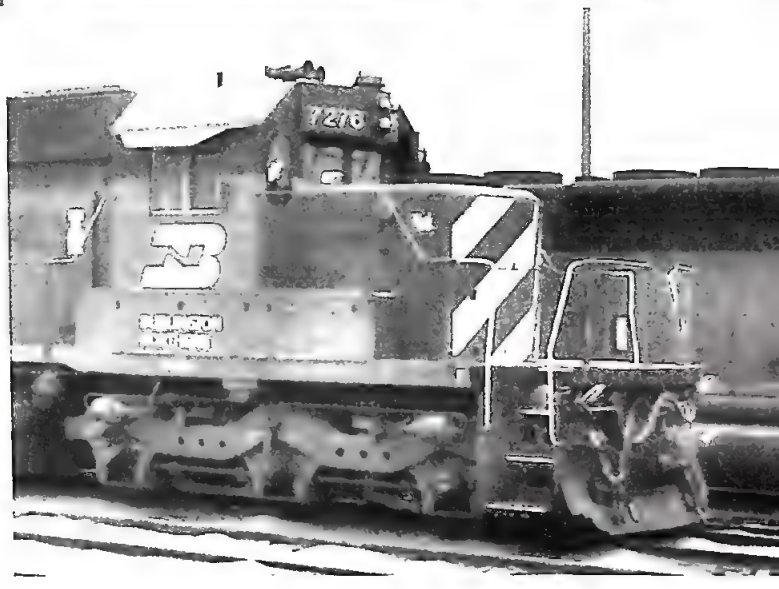


PRR's LAST E44 electric freight motor, 4465 (ATK 502) has been donated by Amtrak to the State Railroad Museum of Pennsylvania in Strasburg, where it's seen on March 17, 1991.

NO STEAM ON BN? This carefully-stencilled graffiti on the nose of BN SD40-2 7276 (bottom), shown recently at Alliance, Neb., is the result of a rumor that BN has adopted an "anti-steam policy" following the pilot truck difficulties with Frisco 1522 last fall and its decision not to send a steam locomotive to Sacramento Railfair in May '91. Though the artwork is clever, the concept is totally incorrect, as the BN has not changed its positive attitude toward steam. The Railfair decision was based on conditions with the Gulf war and sluggish economy.



TWO PHOTOS MATT ANDERSON



climbing grades up to 3%. The WMSR feels that the slightly higher tractive effort and smaller drivers of the 2-8-2 will increase the number of passenger cars and, therefore, passenger capacity. Combining that with the savings of operating its own trains (rather than using a subcontractor as in previous years) and the overall efficiency of the new locomotive should result in the fares eventually recovering the cost of operations. In previous seasons, the WMSR has hauled over 100,000 riders. And if the steam has to be suspended for a season, what better replacement than a WM-painted FA and RS3?

While no firm plans have been announced, Jack Showalter may move his Alleghany Central to the South Branch Valley Railroad, a 52-mile state-owned short line between Petersburg and Green Spring, W.Va., about twelve miles southeast of Cumberland.

AMTRAK RETURNS TO WYOMING In early March, Amtrak announced it would begin rerouting its Seattle-Chicago *Pioneer* over the Union Pacific through Wyoming sometime around June. Currently, the *Pioneer* joins its cars with the *Desert Wind* and *California Zephyr* for the D&RGW/BN run between Salt Lake City, Denver and Chicago. The new route will have it running on its own from Pocatello, Idaho, to Denver by way of Granger and Cheyenne, Wyoming. Amtrak had ceased service in Wyoming in 1983 when its *San Francisco Zephyr* was renamed the *California Zephyr* and routed off the UP and onto the D&RGW to replace the *Rio Grande Zephyr*.

NO STEAM ON BN? Negative rumors have been circulating about the BN changing its policy toward steam excursions and not allowing them. The specific focus has been to blame the pilot truck difficulties with the Frisco 1522 en route to Minneapolis on October 3, 1990, with the BN's decision not to sponsor the SP&S 700 to Sacramento in May 1991. This is absolutely *not* true. According to the Burlington Northern, "It's unfair to think we've changed our policy. Excursions are considered individually on a case by case basis."

Burlington Northern honored many requests for special operations in 1990 — including the flawless ferry moves of SP&S 700 to the Yakima SteamFest and return in mid-October — and "several excursions are being considered for 1991." Due to the Gulf war and sluggish economy the BN had decided in late January 1991 not to sponsor any private steam locomotive to Sacramento (after both SP&S 700 and Frisco 1522 had been given serious evaluation), and insurance or equipment problems discouraged other operators who had hoped to use BN for portions of their runs. It was not, however, the result of any "no steam" policy.

It's difficult to pin down exactly where the rumor started, but it has been published in at least one newsletter and spread to the point of someone vandalizing BN SD40-2 7276 by spray painting on the short hood a small steam locomotive with a red "X" through it. With foolishness like this, is it any wonder that railroads tend to avoid involvement with railfans?

While quite a few paragraphs, some knowledgeable, some not so, have been written about the magnificent Class A 2-6-6-4s of the Norfolk & Western, which are regarded by many as the best steam freight locomotives ever designed and built, there were other locomotives of the same wheel arrangement. But surprisingly little has been published in the railfan press on the "Other 2-6-6-4s," and their story is an intriguing one.

Pittsburgh & West Virginia

During the early 1930s, the Pittsburgh & West Virginia Railway Company was experiencing trouble moving heavy coal trains over their hogback, sawtooth profile 138-mile main line which connected the rich coalfields of southwestern Pennsylvania with the Pittsburgh steel mill district and then reached across the panhandle of West Virginia to a connection with the Wheeling & Lake Erie in southeastern Ohio. In addition to the heavy coal traffic, the P&WV also moved respectable volumes of mixed freight between their important interchange points with the Western Maryland, Pennsylvania, New York Central and Baltimore & Ohio. It was the important middle link in the "Alphabet Route" for bridge traffic between the Nickel Plate and W&LE in the Midwest and the WM, Reading, CNJ, L&HR and New Haven in the Northeast.

The P&WV main line had an axle loading of 65,000 pounds and many 18-degree curves. Thus a long rigid wheelbase engine such as a 2-10-2 or 2-10-4 could not be satisfactorily used. Motive power into the early 1930s had been 22 Consolidations built between 1907 and 1921 and three USRA Light 2-8-2s built in 1918.

In 1934, Baldwin solved the problem with delivery of three brand new loco-

DESIGNED DURING THE DEPRESSION, the Pittsburgh & West Virginia 2-6-6-4s had 63-inch drivers and tender boosters to handle heavy coal trains, as illustrated by this Baldwin builder's photo of the 1101 in October 1934. The 1102 (right), at Rook, Pa., in May 1940, exhibits fresh paint and newer style tender lettering. Seaboard Air Line R-1 2-6-6-4 2502 (above) was rolling a freight through Raleigh, N.C., in mid-1941.

BALDWIN LOCOMOTIVE WORKS

The wheel arrangement without a name could be found on four different railroads

The "Other" 2-6-6-4s

by Thomas D. Dressler

HOMER R. HILL

motives of a completely new wheel arrangement, the 2-6-6-4. Numbered 1100 to 1102 and classed J-1, the 63 inch drivered (later changed to 64 inch by adding 1/2 inch thicker driver tires), single-expansion engines had a rated tractive effort of 97,500 pounds.

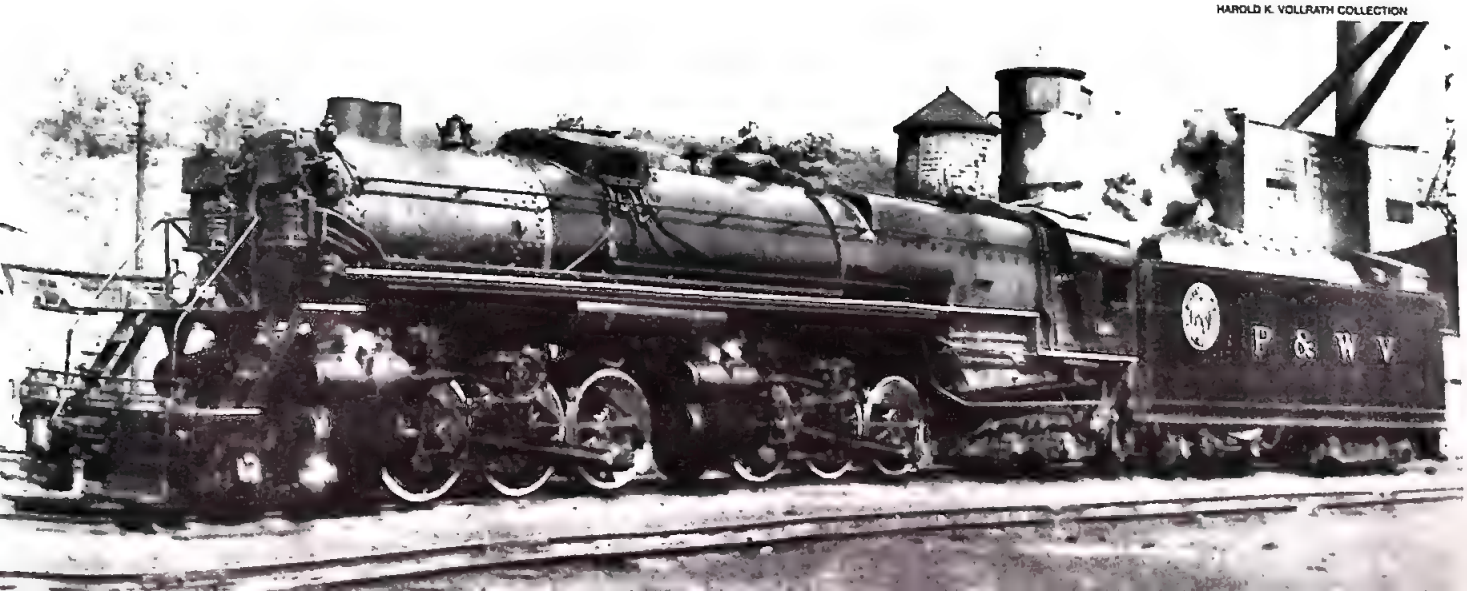
The straight-top, wagon-bottom boiler, topped with a single casting dual smoke stack, was equipped with a Belpaire firebox measuring 102 1/4×144 1/8 inches with a grate area of 102.3 square feet. At the front of the firebox was a 74 inch long combustion chamber. The use of the Belpaire firebox was undoubtedly a result of the influence of the Pennsylvania Railroad over the P&WV at the time. Some felt that the Belpaire design gave the firebox greater strength than conventional designs due to the fact that the walls and boiler wrapper parallel and thus staybolts could be installed at right angles for added strength. Also it was felt the Belpaire type afforded an increased area above the crown sheet (the hottest part of the firebox) thus providing more heating surface for a given size of grate. Additionally, the firebox was equipped with a Security Brick Arch carried on five seamless steel arch tubes. Total heating surface for the firebox was 499 square feet. The boiler pressure, however, was a rather low 225 p.s.i.

The Type A Superheater was used with a heating surface of 1873 square feet, providing a total heating surface for the huge boiler of 5913 square feet (this compares with a typical heavy 2-10-2 of that era with about 4870 square feet of heating surface). A Glaenzer inside-connected poppet valve type throttle, located in the steam dome, was used to control steam output. The Baldwin patented Glaenzer was designed to alleviate the problems of leakage, always bothersome in steam locomotive throttles, and of unbalanced pressure, which made the throttle difficult to open. The advantage of this type of throttle was the ability of the poppet valves to remain steam-tight under high temperatures and pressures, and the small sections of the valve seats afforded a greatly reduced overbalance area. The Glaenzer throttle could also be installed in the smokebox at the superheater header, but its most common usage was, as with the P&WV 2-6-6-4s, in the dome.

A curiosity of the P&WV locomotive was the use of only one large, forward-mounted sand dome to the Numbers 1, 2, 4 and 5 drivers. Additional appliances included Franklin Butterfly No.8A firedoor and two Chicago Class T-60 9000 gallon capacity per hour injectors. Air brake equipment included Westinghouse Schedule 6-ET with twin 8 1/2 inch cross-compound pumps mounted on the smokebox front.

The use of the four-wheel trailing truck permitted the firebox to be placed entirely behind the rear drivers, thus allowing a deep firebox capable of supplying adequate amounts of steam to the four 23×32-inch cylinders. Valve gear was Walschaerts, operating twelve-inch piston valves with a maximum travel of six inches and was controlled by a Baldwin Type C power reverse. Cutoff in full gear was 81.5 percent. Overhead Multiple Bearing crossheads with multiple-wedge guides were used. The engine frames were of fabricated construction, and all axles were equipped with friction bearings. The total engine weight was 528,040 pounds, with 397,300 pounds on the drivers in working order.

HAROLD K. VOLLRATH COLLECTION



One unique feature of the P&WV engines was a new type waist bearer between the front engine frame and the boiler — the middle portion of the central steam pipe was incorporated as part of the casting itself. The upper section of the bearer was designed to meet unusual conditions of limited vertical space between the driving wheels and the boiler.

The rectangular tender had a capacity of 20,000 gallons of water and 20 tons of coal and was mounted on an open-bottom cast-steel frame from General Steel Castings. It was apparently felt the added capacity of the extra cost, one-piece water-bottom type underframe was not needed, as the locomotives were originally intended to be used on the 35½-mile run between Rook and Connellsville, Pennsylvania. Commonwealth six- wheel trucks, also from GSC, were used, the front truck with 33 inch diameter wheels and the rear truck riding on unevenly spaced 36-inch wheels to accommodate a "Bethlehem auxiliary locomotive" (tender booster engine) which was mounted on the rear truck. The booster exerted an additional tractive effort of 16,000 pounds for use in starting heavy trains, providing a total starting TE of 113,500 pounds. The booster engines were later removed, as it was felt their performance did not warrant the added maintenance costs.

It is interesting to note that while the booster engines were being tested, the need for more coal capacity became evident. As a result, in January 1937, as an experiment, coal boards ten feet long and one foot high were added to the *upper rear deck* for an added capacity of five tons, giving a total of 25 tons for the J-1 tenders. If this coal was needed on a run, the fireman had to go back on the upper deck and shovel the coal forward to the slope sheet where it could flow down to the stoker screw. The added coal boards were later removed, the coal bunker sides were extended to blend in with the forward section and the rear slope sheet was modified to hold the added five tons of coal. Tender weight was 378,000 pounds with booster, 387,600 pounds with booster and added coal capacity, and finally 365,085 pounds when the booster was removed.

The J-1s were so successful that Baldwin delivered two virtually identical copies (1103/1104) in December 1936. Then in September 1937, two more (1105/1106) were outshopped. The only change in the engines of the last two groups was the switch to Hanna Type SF stokers, replacing the Hanna BKs of the first four. The tender booster engine was eliminated, and the tenders were delivered with the added coal capacity of the modified earlier tenders and may be identified by the shorter coal bunker sides as compared with the earlier rebuilt side. The weight of the new tenders was 370,150 in working order. In order to redistribute the weight more evenly, the front truck was moved rearward 16 inches, giving an unbalanced look to the huge tenders. Engine weight on the 1103-1106 was 523,980 pounds with 394,040 on the drivers, while tractive effort remained the same as for the earlier 1100-1102.

In use until the end of steam, the 2-6-6-4s were well-liked by engine crews and management alike. In later years, the humongous white spelled-out tender-side lettering was replaced by a large yellow circular herald at the front and large "P & W V" on the sides. High gloss boilers, graphited fireboxes and smokeboxes (some of which were separated from the first course of the boiler by a wide polished brass band) and white wheel rims and running board edges enhanced the appearance of these fine locomotives. Additionally, some also received yellow handrails along the sides of the boiler as well as other locations. Towards the end of their service life, a few were equipped with a Western Maryland-type plow pilot replacing their original switching style footboards.

While not considered "modern" steam power by later standards, due to the lack of cast one-piece engine beds, feedwater heaters, roller bearings, high boiler pressure and other efficiency appliances, these fine locomotives were nevertheless the forerunners of better things to come.

Probably the only thing that the both the railroad and Baldwin missed out on with the P&WV 2-6-6-4s was the opportunity to bestow a name on the new wheel arrangement. As a result, the 2-6-6-4 has remained to this day a type without a name.

HAROLD K. VOLLRATH COLLECTION

PITTSBURGH & WEST VIRGINIA J-2 1105 was heading up freight No.99 at Castle Shannon, Pa., in August 1946. Note the addition of a WM-style wedge plow pilot.

Seaboard Air Line

The Seaboard Air Line Railway, having many financial problems during the early years of the Depression, was also faced with a problem of great magnitude: its single-track main line from Richmond, Virginia, south to Hamlet, North Carolina, was badly congested. Even though a fast railroad with easy curves, the Seaboard had numerous short hills and a long 1% climb up to Southern Pines, N.C., a situation aggravated by the railroad's permitted axle loading of only 55,000 pounds. The premier fast freight locomotives on the Seaboard of the day were the very highly regarded modified USRA Light 2-8-2s with 63" drivers; even double-headed, these Class Q-3 engines were having trouble keeping the line fluid, especially since they had to stay out of the way of the Seaboard's Florida passenger trains like the *New York-Florida Limited*, *Seaboard Florida Limited* and the legendary *Orange Blossom Special*, powered by 69-inch-drivered Class M and M-1 4-8-2s and 72-inch drivered M-2s. It must be noted that in times of power shortages, both the Class M and M-1 4-8-2s were also used in time freight service, but they still lacked the necessary power for sustained high speed freight operation.

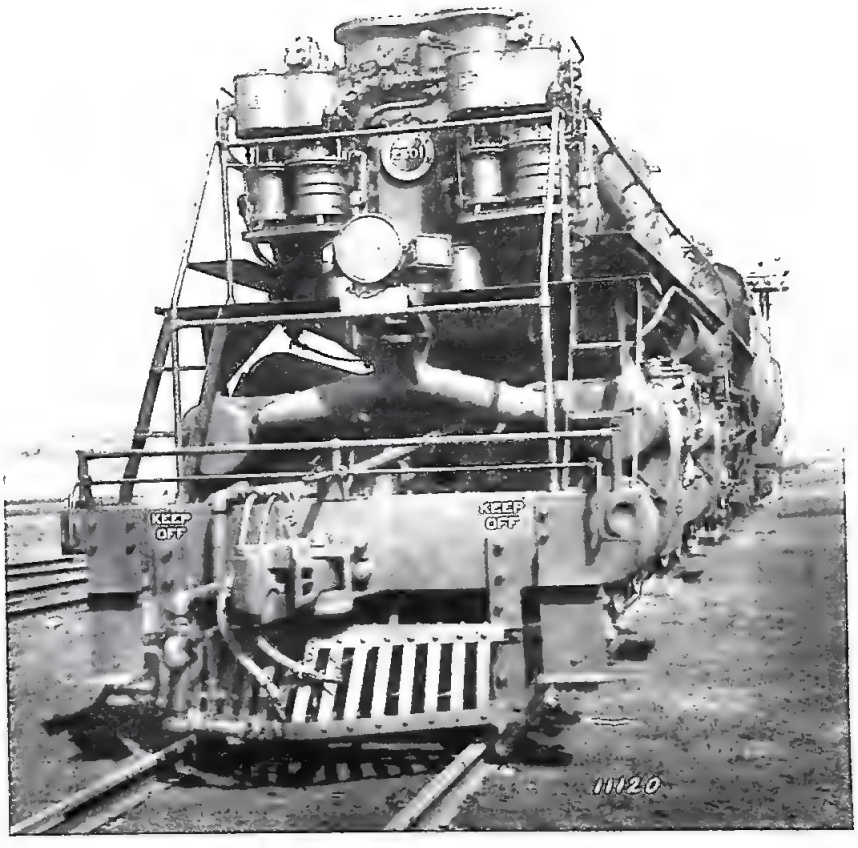
Again Baldwin provided the answer, with its P&WV wheel arrangement of a

year earlier, delivering five 2-6-6-4s to the Seaboard in early 1935. Fine engineering had held the weight on each driver and trailer axle to the allowable 55,000 pounds, while the firebox was very large and completely behind the drivers. Total engine weight was 480,000 pounds, of which 330,000 pounds was on the drivers. Cylinders were 22″×30″ with twelve-inch pistons; cutoff was set at 90%, and tractive effort was 82,300 pounds at 230 pounds of boiler pressure. Valve gear was Baker, controlled by an Alco type G power reverse.

Unlike the P&WV's 63-inch-drivered 2-6-6-4s, however, driver diameter of the SAL engines was 69 inches for increased speed. While the bankruptcy official attempting to correct the Seaboard's financial reorganization would not approve the additional expense for roller bearings on these locomotives, he did sanction the cast-steel one-piece side frame type of engine frame construction. Thus, at last, the United States had a simple articulated locomotive built specifically to deliver fast freight performance. The first Union Pacific 4-6-6-4s would not come along for another year.

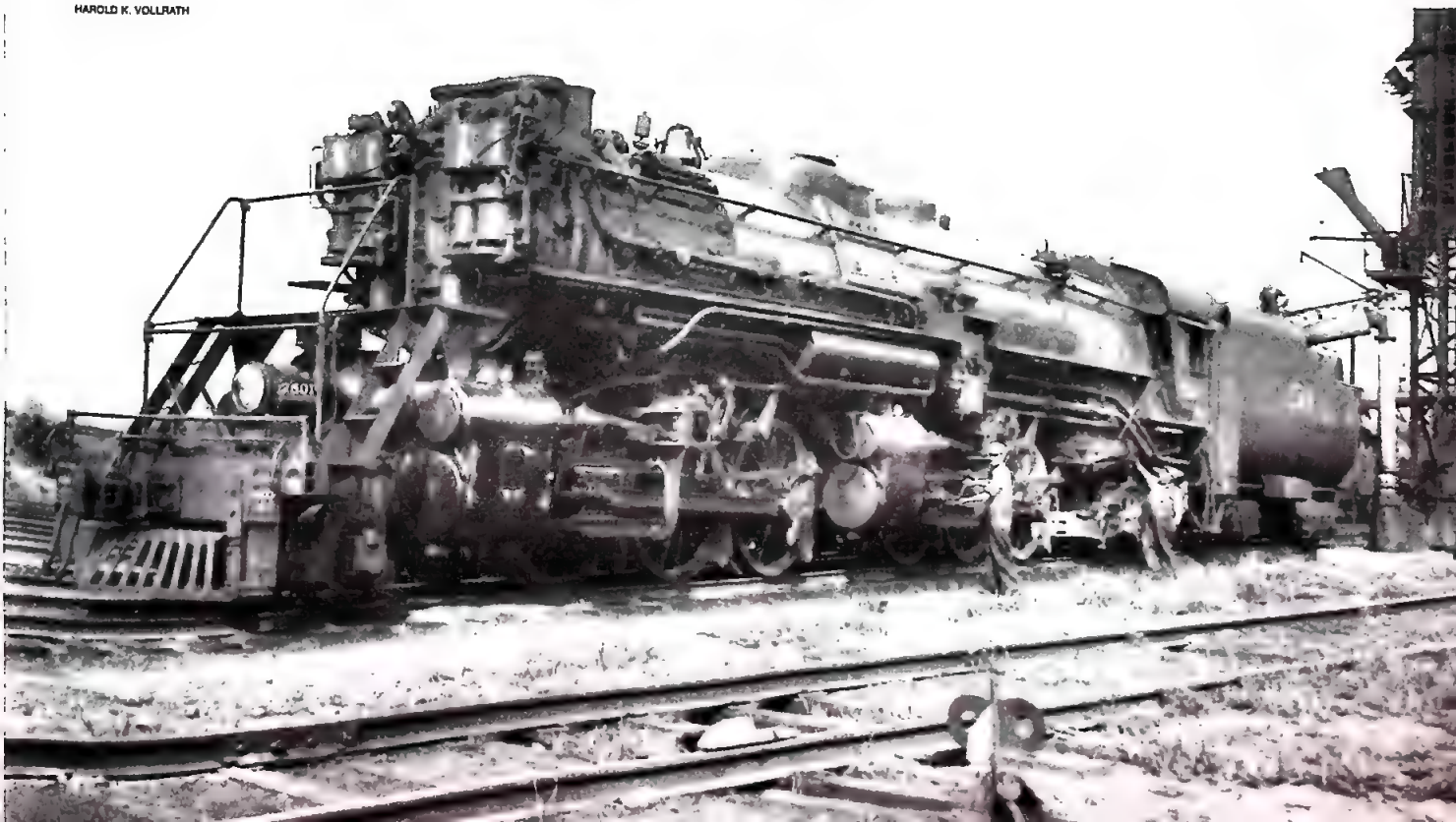
Classed R-1 and numbered 2500-2504, these five Seaboard 2-6-6-4s afforded Southside Virginia and Piedmont North Carolina with a truly beautiful appearance, replacing double-headed Mikados and hauling the freight trains at speeds which even two 2-8-2s could not sustain. Equipped with steam heat and signal lines for passenger service, they handled extra trains and sec-

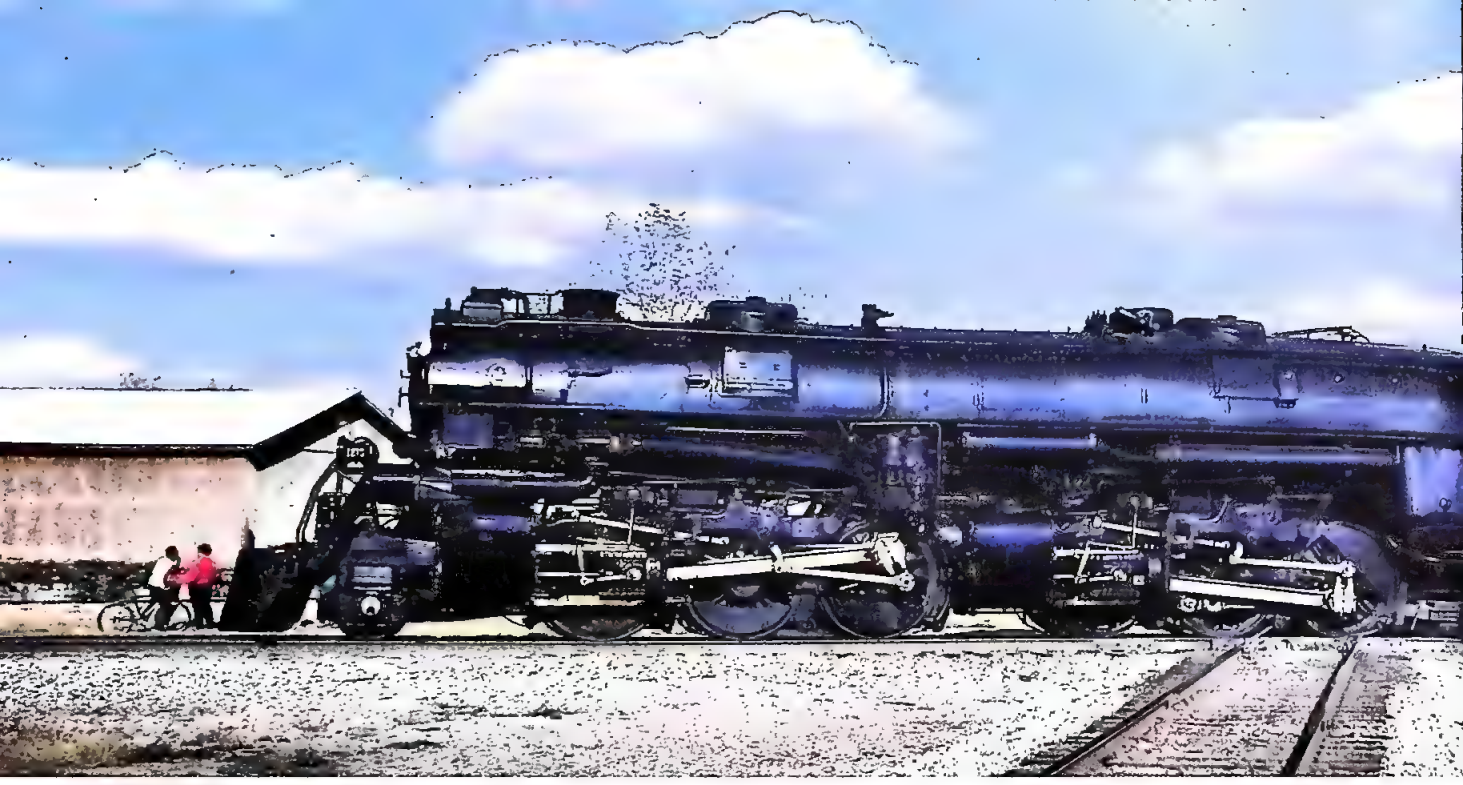
BALDWIN LOCOMOTIVE WORKS



A FACE FULL OF PUMPS and a brow capped with an Elesco coil-type feedwater heater characterize SAL R-1 2501 in her Baldwin Eddystone portrait (above) in 1935. Note the passenger steam trainline on the pilot. The headlight has been lowered to the pilot deck (below) and the steam trainline is gone as the 2501 submits to the servicing crew at Charlotte, N.C., in June 1938. The first five SAL 2-6-6-4s, Class R-1, had the massive double-guide alligator crossheads and Baker valve gear.

HAROLD K. VOLLRATH





TWO KODACHROMES JIM BOYD

ond sections of the seasonal Florida trains with ease.

While the R-1s were not copies of the P&WV engines, there were at least two similarities carried over: the use of twin smokestacks (but this time in separate castings) and the single high capacity sand dome. Unlike the P&WV's Belpaire, the SAL engines had radially-stayed fireboxes but retained a relatively low pressure 230-p.s.i. boiler. The Type E Superheater was used with an American Multiple front end throttle incorporated into the superheater header. Both the feedwater heater and injector side-mounted check valves were placed on the left side of the boiler.

The all-welded firebox was 144⅛×96¼ inches with a 72-inch combustion chamber. Two Nicholson Thermic Syphons and two firebrick arches were fitted in the firebox, while the combustion chamber contained one additional syphon. Total firebox heating surface was 515 square feet. Great area was 96.3 square feet with coal being fed by a Standard type BK stoker.

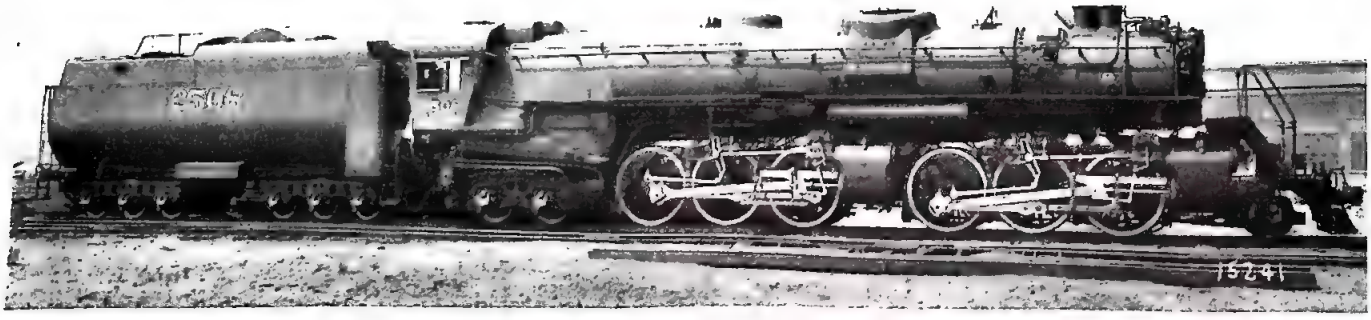
The 16,000-gallon, 24-ton tender was a modified Vanderbilt design referred to by many as the Hichen-type (pronounced High-Ken) with an open-bottom cast-steel frame from General Steel Castings and rode on two Commonwealth six-wheel trucks with 33-inch rolled-steel wheels.

Two years later, Baldwin built five more 2-6-6-4s for the Seaboard, allowing the road to extend their operating area to Charlotte and Monroe, N.C., and Portsmouth, Virginia. Classed R-2 and numbered 2505-2509, they differed in some details from the R-1s. The R-2s had Overhead Multiple Bearing crossheads and guides in place of the dual-guide alligator design, Walschaerts valve gear instead of Baker and the more efficient Worthington 5-SA feedwater heater system (as delivered on R-1 2504) replacing the Elesco coil-type as used on the 2500-2503. Like the R-1s, the new R-2s were equipped with Standard type BK stokers.

Too many times, steam locomotive historians, many of whom are obsessed with the heaviest, most powerful and largest, tend to ignore these Seaboard 2-6-6-4s, even though they were true pioneers of the concept of the high speed simple articulated. When they were being designed in 1934, there was no great fund of knowledge or experience available concerning the stability of an articulated locomotive's front engine at high speeds — either vertically or laterally or where adhesion was concerned (the front engine of an R was somewhat slippery, but far from unmanageable). And,

THE SAL R-2 ENGINES had Overhead Multiple-Bearing crossheads, Walschaerts valve gear and Worthington 5-SA feedwater heaters. The 2508 was at Baldwin in 1937.

BALDWIN LOCOMOTIVE WORKS



THE SOLE SURVIVING 2-6-6-4, Norfolk & Western Class A 1218, was built by N&W's Roanoke Shop in 1943 and returned to service by Norfolk Southern in 1987. On November 7, 1987, the big A was backing across the ACL at Valdosta, Georgia. It was wheeling a hopper train out of Roanoke (below) for the NRHS convention in August 1987.

if you will, consider the design requirements for these machines: adequate horsepower output to do the work of two excellent light 2-8-2s or 4-8-2s, suitable for operation at over 60 miles per hour, and, the real challenge, the 55,000-pound axle load limit.

The successful operation of these ten engines, even considering the fact they burned the very poor quality low-BTU Alabama "swellbelly" coal (a grade used mostly for coking and not really capable of good combustion in a locomotive firebox) lasted until diesels came to the Seaboard. Although usually overshadowed by better-known locomotives, they had earned their place in the history books.

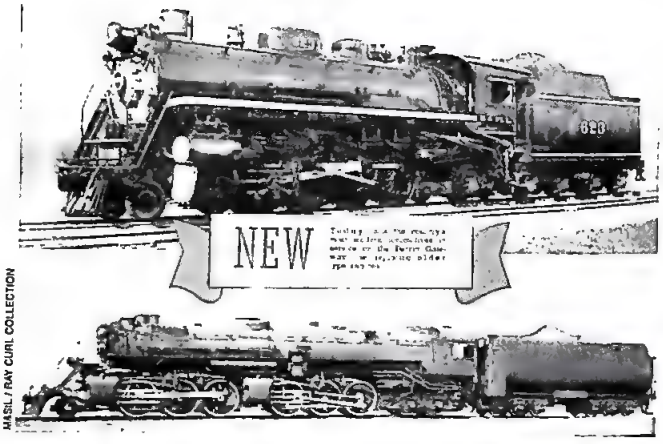
SAL to the B&O

In 1947 the Seaboard Air Line sold its ten 2-6-6-4s to the Baltimore & Ohio. The R-1s were given B&O Class KB-1 and renumbered 7700-7704, while the R-2s became B&O KB-1a's 7705-7709. Their excellent riding and steaming characteristics (the B&O used a much higher grade of steam coal than did the SAL) made them very popular with B&O engine crews, and the railroad regarded the locomotives highly enough to consider putting them through an extensive modernization program, including replacing their cast-steel one-piece side frame type of locomotive frames with one-piece cast-steel engine beds. But only KB-1 7703 was rebuilt, leaving the shop with a typical B&O smokebox front with round door and "Capitol Dome" herald, pumps on the pilot deck behind a B&O-type shield and topped off with a new "bird cage" handrail assembly. Oncoming dieselization quickly ended the 2-6-6-4 rebuild project.

The 2-6-6-4s, while in use on the B&O between August 1947 and May 1953, operated mostly between Cumberland and Brunswick, Md., with a few runs to Connellsville, Pa. They were considered good locomotives by the men who ran them, but due to their 69-inch driver diameter and lighter axle loading, they tended to be a little slippery and would hang up on the stiff ruling grades of the operating district. Most engineers preferred the road's Class S-1 "Big Six" 2-10-2s with their 64-inch drivers and heavier axle loadings, which held the rail better.

Upon first entering service on the B&O, problems were encountered with steam leaks in the slip joints in the steam supply pipes to the front engines, but this was soon corrected with conversion to a ball-type joint.

Another problem or unusual charac-



MASL / RAY CURL COLLECTION

THE MINNEAPOLIS & ST. LOUIS ordered five 2-6-6-4s in 1942, as shown in this 1943 company brochure with a 2-8-2.

teristic of these locomotives was with the air pumps stalling when the engine was being worked to its limits. The exhaust of the air pumps was piped and exited into the smokebox, and it was felt the problem was due to high smokebox pressure causing a back pressure in the air pump exhaust pipe which resulted in the pumps stalling. If the engineer reduced the throttle for a few seconds, the pumps would again work properly.

With the relocated pumps and new cast engine frames on engine 7703, the air pump stalling and inherent front engine slipping problems were eliminated. But the rest of the class were not so modified, as the end was in sight.

Interestingly, the 2-6-6-4s were not the only SAL articulateds sold to the B&O. A group of 16 Class A compound 2-8-8-2s, built by Richmond Works of Alco in 1917-18, were purchased by the B&O in 1922 as their Class EE-1. These engines, with 63-inch drivers, tipped the scales at 497,000 pounds. Shortly after delivery, the B&O began shopping them, removing the trailing truck and changing the weight distribution, thus creating the B&O Class EL-6 2-8-8-0s, which were destined to become some of the most highly photographed steam power working on the Sand Patch grade.

The M&StL's Proposed 2-6-6-4s

There was nearly a fifth owner of 2-6-6-4s. In 1942, the Minneapolis & St. Louis Railway, a 1627-mile Midwest granger road with an aging locomotive fleet, was in dire need of new motive power to move ever-increasing wartime traffic. The "Peoria Gateway," as the M&StL was known, had relied on a group of 59 old 2-8-0s and 35 2-8-2s to move freight on their 490-mile Twin Cities-to-Peoria main line via Marshalltown, Iowa. Many of the Mikados were equipped with trailing truck boosters, and a few received a semi-streamlined look with running board skirts, polished piston and cylinder head covers, fancy striping and trim. They were among the finest-looking 2-8-2s ever to turn a 59-inch driver.

The M&StL placed a request with the War Production Board, which at that time controlled new motive power allocation, for five new 2-6-6-4s. They were to be virtual copies of the SAL R-1s of 1935, if we can believe a late-1943 M&StL public relations brochure that shows a photo of an R-1 2-6-6-4 with the SAL lettering and numbers air-brushed out.

But such would not come to pass. Due to the poor condition of the many lightweight bridges on the M&StL's main lines, most would have required rebuilding to handle even the relatively light axle loading of the Seaboard engines, and the WPB would not allocate the steel necessary for bridge rebuilding. The 2-6-6-4 order was canceled, and, instead, the M&StL placed an order with EMD for two A-B-A sets of FT diesels, which were delivered in April 1945.

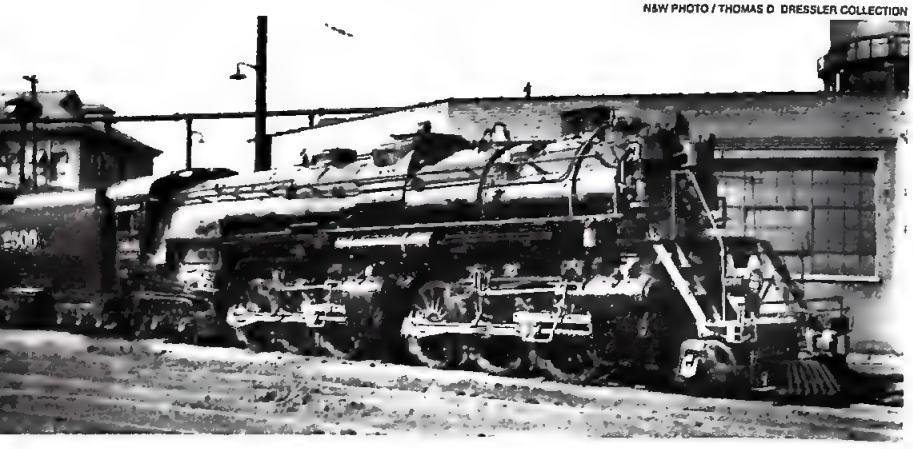
Roanoke's A's and "others"

When the topic of the 2-6-6-4 comes up, the first such locomotive to come to mind is the awesome Norfolk & Western Class A — particularly now, with the 1218 barnstorming Norfolk Southern territory every summer. The story of the Class A has been the subject of books and magazine articles (such as the September 1987 R&R), but it deserves a quick recap to help put the "other" 2-6-6-4s into perspective.

While the P&WV introduced the wheel arrangement in 1934 and the SAL followed in 1935, it was at the N&W's Roanoke Shops in 1936 that the 2-6-6-4 was developed into true "Super Power" in every sense of the term. Unhindered by light axle loadings, the N&W design team placed a 275-p.s.i. boiler of prodigious capacity atop 70-inch drivers and created one of the most powerful and perfectly adapted steam freight locomotives ever built. The first ten were constructed at Roanoke in 1936-37, with 25 more (with boilers upped to 300 p.s.i.) following during World War II and the final eight in 1949-50, for a total of 43 locomotives. Although they did see coal train service, the N&W Class A's were designed and used primarily for fast manifest freight service — they were much more at home on the main line between Portsmouth and Columbus, Ohio, than they ever were on Blue Ridge. With roller bearings on all axles and the most modern of pressure lubrication systems, the 1200-1242 could rival the diesel for ease of maintenance and availability for service. And today, the 1218 is undeniably the most powerful steam locomotive in service anywhere in the world.

The N&W's Roanoke Shops were famous for the many impressive steam locomotives built there, from 0-8-0s to the compound 2-8-8-2s and streamlined Class J 4-8-4s to the incomparable A's. But during World War II, the men of the shops performed above and beyond the call of duty. In addition to building

N&W PHOTO / THOMAS D. DRESSLER COLLECTION



THE N&W ROANOKE SHOP *did considerable contract work during World War II and performed a major frame repair job on SAL R-2 2506, where it was photographed on February 29, 1944. This shop, of course, built all 43 of the N&W's Class A 2-6-6-4s.*

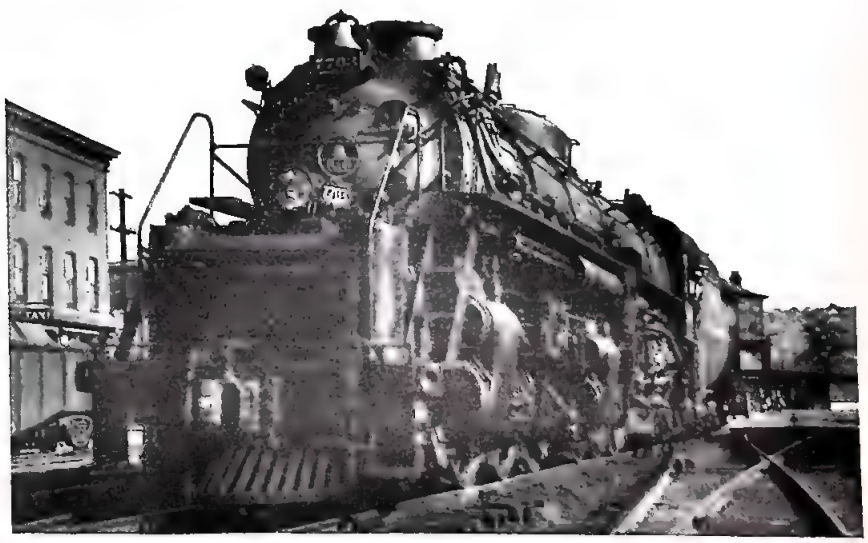
WILLIAM PRICE

many new N&W steam engines, they also rebuilt over 200 locomotives for other roads including the Richmond, Fredericksburg & Potomac; Winston-Salem Southbound; Chesapeake Western; Atlantic & Eastern Carolina; Durham & Southern; Atlantic Coast Line and Chicago & North Western.

By far the largest "foreign" locomotive to be rebuilt at Roanoke, however, was Seaboard Air Line Class R-2 2-6-6-4 2506. Seaboard 2506 was experiencing engine frame problems and was sent to Roanoke in early 1944 for repairs. Upon inspection, it was discovered the front engine frame on the right side between the No.1 and No.2 drivers had cracked and the SAL forces had simply tacked in lengths of 3/8 and 1/2-inch diameter bronze rod as a filler. When the final weld filler was completed, it was then melted smooth to hide the poor patch work. Had the weld been solid instead of simply laying in prices of rod, the patch job would probably have been sufficient. But therein was the problem — once a joint has been brazed, it cannot later be electrically welded, as the bronze prevents a good bond. Roanoke Shop men then melted out the old material, trammed the frame, built a firebrick oven around the fracture for preheating, wedged out for expansion and proceeded to do a proper repair job with electric welding. The SAL had no more problems with the front engine frame of R-2 2506. In 1947 it was sold to the B&O and became Class KB-1a 7706. Information indicates that other SAL 2-6-6-4s were rebuilt at Roanoke, but no specific details have yet come to light.

It is an interesting twist of history that the shop which produced the ultimate 2-6-6-4s would be involved with one of the other two 2-6-6-4 designs and two out of three of the other owners. Today, Norfolk & Western Class A 1218 is the only surviving 2-6-6-4. And the wheel arrangement is still without a name.

WILLIAM PRICE



THE BALTIMORE & OHIO purchased all nine SAL 2-6-6-4s. B&O 7704, ex-SAL 2504, had a hopper train westbound (top) at Patterson Creek, W.Va., on April 11, 1951. The only SAL engine rebuilt by B&O was 7703, here at Cumberland in May 1949.

Santa Fe aims for tomorrow wearing the warbonnet of its proud past.

Riding the Super Fleet

by Bruce Kelly

PHOTOGRAPHY BRUCE KELLY, EXCEPT AS NOTED

The novelty of Cajon Pass wore off for you many years ago — and after many, many midnight phone calls from the crew caller in San Bernardino. This morning you've got the hot 893 Train, but instead of the same old EMD control stand, you're seated at the desk "console" of a GE Dash 8-40BW, just a few weeks out of the factory at Erie. As you make good speed uphill through Devore, Blue Cut and Alray, the local folks who ordinarily pay little attention to trains turn their heads for a double take of your flashy red & silver engines.

You blow the horn — with a button instead of the familiar lever — and wave. The attention of the linesiders makes even a veteran like you proud to be riding the newest power on the Santa

SAND AND SMOKE fly as Super Fleet GP60M 133 (above) leads Santa Fe doublestacks west up the 1.6% near Lugo, California, on December 1, 1990. The Super Fleet also includes GE Dash 8-40BWs like the 556 (left) poised at San Bernardino.

Fe. At the end of the 2.2% climb, your train crests the pass at Summit and begins a fast downhill run into the desert toward Victorville and Barstow.

It must have been like this when the shiny "covered wagons" were heading up the *Super Chief* in 1950. But this is 1990, and your train is carrying trailers and containers rather than movie stars in sleeping cars (today's movie stars fly in 747s and Amtrak fills its economy bedrooms with ordinary folk). As in 1950, the pride of the Santa Fe is being hustled over the hill behind locomotives wearing the most famous diesel paint scheme of all time, except today, instead of the *Super Chief*, it's the "Super Fleet."

"Super" is the adjective that the Santa Fe Railway has hung on the names of some of its greatest innovations. From the launch of the diesel-powered *Super Chief* streamliner in 1936 to the eight-year odyssey of the record-setting Chicago-Los Angeles intermodal *Super C* from 1968 through 1976, the AT&SF has sought to provide the best, and in most cases the *fastest*, service available to its customers. In the late 1980s, when it became obvious that the proposed merging with arch-rival Southern Pacific would not take place, Santa Fe started thinking "super" again. If the railroad was going to continue into the 1990s on its own, it would have to take back a big chunk of the business lost in previous years to trucks, especially in its bread-and-butter corridor between Chicago and California. Through lengthened crew districts and new "Q (for Quality) Service" premium intermodal trains, Santa Fe doubled its commitment to offering faster, competitively-priced shipping for trailers and containers. But something more was needed to ensure on-time performance, to provide a more liveable workspace for the crews and to instill a renewed sense of pride and progress in Santa Fe's employees and customers alike.

THE INTERIOR of a Super Cab Dash 8-40BW includes a large work station for the conductor (above). Just under the front edge of the desk is the conductor's horn button and radio handset. The engineer's station (below right) is equally roomy, with a round foot pedal (visible under the desk) which actuates the automatic horn sequencer. Control panel features (top right) include (l-r) headlight controls; four pushbuttons which control the horn, bell and sanders; dual air gauges; reverser socket and throttle lever; speedometer; engine and train brake levers and the ammeter.

Immediately following his promotion to president of Santa Fe Railway in June 1989, Mike Haverty implemented a plan he had tried to sell to management during his final months as vice president. He would offer a new level of service for high-priority freight with the same speed and professional care passengers once enjoyed on the *Super Chief*. Central to this plan was the resurrection of the famed red & silver "warbonnet" passenger locomotive livery, which, when combined with the large "Santa Fe" hood lettering of today's freight units, would mold Santa Fe's past and present into a new image for the new service.

New image, new power

Locomotives painted in this impressive livery would comprise the "Super Fleet," Haverty's name for the new motive power which would haul the railroad's hottest trains. Orders were placed with EMD for 63 new GP60Ms and with GE for 60 new Dash 8-40BWs, all to be painted in the warbonnet colors.

Eager to introduce the Super Fleet to customers and the general public (the new EMDs and GEs would not arrive until mid-1990), Haverty had the red & silver colors applied to Santa Fe's eight remaining FP45s during mid-1989, and the big cowl units led a variety of shipper's specials and strutted on Cajon Pass for company photographers — and hordes of railfans — before settling into the intermodal pool.

In May 1990, the first of the 100-series Super Fleet GP60Ms entered service, followed by the 500-series Dash 8-40BWs in October 1990. Reports circulated early on about component failures involving both the EMDs and GEs, but by year's end they all seemed to be performing quite well. The fact that both models were four-axled was a direct result of the kind of duty for which they were chosen: high-speed, comparatively lightweight intermodals, demanding quick acceleration out of yards and sidings to keep up with tight operating schedules. Where overall train weight is not the critical factor, the more expensive six-axle units are not needed.

Super *Cabs*

Gaze down a long stretch of straight track in California's Mojave Desert as a 500-class Dash 8-40BW approaches at 70 m.p.h. and you'll see part of the Super Fleet difference. Even from a mile away, there's no question that a train is coming, because there's a brilliant pyramid of light glinting off the polished rails unlike anything Santa Fe has displayed before. Canadian-inspired "ditch lights" are among the many things Santa Fe incorporated in its design of the Super Fleet units. They not only triple the visibility of oncoming trains to motorists at grade crossings, they also give engine crews a clearer view of the roadbed in poor weather and enable them to better inspect trains passing on adjacent tracks.

Immediately behind the ditch lights and twin-lens, nose-mounted headlight, the *real* magic of the Super Fleet units begins. In the early planning stages for the new units, Santa Fe System Director of Train Operating Practices Homer Henry headed a study of cab designs using the "Canadian Comfort Cab" of Canadian National's SD50Fs as a basis from which to develop the most modern and best-equipped working environment for Santa Fe crews. According to Jack Wheelihan of EMD's Service Department, the actual groundwork to convert the Canadian cab to U.S. specifications had begun with GMDD engineer Mike Lorenzen in London, Ontario, in conjunction with Union Pacific's order for SD60Ms. The new U.S. version was officially named the "North American Safety Cab," but it was more widely known among railroaders, railfans and even the folks at EMD as the "super cab." In addition to UP, the Burlington Northern, BC Rail, Conrail, Soo Line and CSX have purchased or ordered six-axle locomotives from either EMD or GE sporting versions of the wide-nosed super cab — but none offer quite the same combination of features applied to Santa Fe's Super Fleet (the only customer to date for four-motor units with such cabs).

When the super cab concept was embraced by the Santa Fe, it was the task of Homer Henry's team to adapt it to four-axle units and custom design the cab interior for their specific needs. While the Santa Fe team outlined the railroad's requirements, it was up to the engineers at both EMD and GE to fit the cab onto the "existing" units, a complex task involving total weight and weight distribution (the GP60 was a relatively simple task, while the weight distribution required a major rearrangement of elements on the GE Dash 8-40B "platform").

On the outside, the super cab offered an aerodynamic shape built not only for wind-splitting fuel efficiency but for crew protection as well. A key modification would be Santa Fe's use of a larger, two-piece windshield instead of the Canadian-style three-piece windshield which was standard in many of the super cab units of other railroads and both builders. Initial ideas of wrapping the Super Fleet units in full F40-styled cowlings were canceled when it was calculated that the whole package, combined with a bigger fuel tank, would exceed the company's weight restrictions for four-axle units.

One Canadian National SD50F

toured the Santa Fe between Chicago and Los Angeles in 1988, stopping at division points en route so that employees could inspect the roomy interior and desktop controls of the Canadian cab. Comments gathered from the personnel who had looked over the SD50F helped guide many of the choices made in designing the Super Fleet cabs.

Though the GP60Ms and Dash 8-40BWs display the inevitable differences of their respective builders (the big, boxy EMD nose and windshield structure look much like those on FP45s, while the GEs have a stubby, steeply-tapered nose surprisingly akin to those on EMD's F40PHs), they're basically the same inside, except for slight variations in gauge and control placement. The list of Super Fleet "standard features" would be the envy of even the most "loaded-with-extras" sports car. There are three fully adjustable swivel seats (one behind the control desk for the engineer, two on the left side for the conductor and brakeman) with padded armrests and adjustable lumbar supports, and spacious desktop work stations for the engineer and conductor with built-in clips to hold down paperwork. There are *two* speedometers, one on the engineer's console and one above the windshield in front of the conductor (in addition to a small, central digital readout, they have a large rotary dial which displays precise speeds from 0 to 8 m.p.h., then switches to the normal 0-to-80 m.p.h. range once motion exceeds 8 m.p.h.). There are also separate radio handsets for the engineer and conductor and individually adjustable radio speaker outlets (with sockets for possible future use of headsets) and adjustable overhead lights on both sides of the cab. The air horn is actuated either manually by pushbuttons on both the engineer's and conductor's desks or automatically by a large circular foot pedal near the engineer's sidewall which, when depressed once, sounds the air horn in the traditional two longs, one short and one long sequence for grade crossings. Small illuminated displays of the engine number are mounted in the desktop consoles on both sides of the cab, and a radio and end-of-train telemetry master panel are flush mounted above the engineer's windshield. Retractable garment hooks on the rear wall, added sound-proofing insulation and various other items also help make the cab more functional and user friendly.

The Super Fleet cabs are indeed roomy. As you step forward between the engineer's and conductor's desks and down into the nose of the Dash 8-40BWs, past the roomy yet unobtrusive refrigerator, there's a door leading to a lavatory larger than those found on most commercial airliners, plus a storage area that could hold several dozen air brake and m.u. hoses, some spare

coupler knuckles and even a few extras cases of "Santa Fe Lite" (crew slang for the plastic bottles of drinking water stocked in each unit's refrigerator). An interior nose door opens inward, revealing a tight cavity between the interior wall and the thick steel outer cowling, where the heavy main door swings out for access to the front walkway and steps.

In anticipation of coming changes, the super cab interiors were built to accept easy installation of new computer gear which may soon revolutionize the way trains are handled. Such components, when mounted above the windshield and in the desktop consoles, could include enhanced data readouts on engine and train performance, satellite tracking and communication links with dispatchers. There would also be colored display graphics giving the engineer a preview of signals, grades and speed restrictions many miles in advance.

Climb Aboard

To fully appreciate Santa Fe's investment in state-of-the-art motive power, it helps to see things from the perspective of the train crews. Southern California's Cajon Pass has long been a proving ground for new motive power. What better place to experience Super Fleet diesels first hand?

At 7:28 a.m. on November 30, 1990, Santa Fe's 1-893-90 Train out of Hobart Yard in Los Angeles pulls into San Bernardino (65 miles east of Hobart), where another cut of loaded intermodal flats will be added to its already enormous consist of UPS and U.S. Mail trailers. In less than 48 hours, after making additional setouts and pickups of high-priority cars in Arizona and New Mexico, the 893 is scheduled to arrive its final destination of Kansas City. Its road power is a four-unit set of brand-new Dash 8-40BWs (501/531/515/528). Lead unit 501, among the first of the Super Fleet GEs delivered to Santa Fe, wears considerable road dust from the many miles it has already logged in its six weeks of service.

The normally expedited pickup at San Bernardino is today consuming more than an hour as yard personnel assemble the cut being added to the train. By 9:38 a.m., engineer Gary Brooks has doubled the 893 together and is throttling out through the east end of the yard, now moving geographically north toward the foot of the Cajon grade. Seated on the left side of the cab is conductor J.L. Gibbons, and riding one of the trailing units is brakeman L.I. Montano. Between Ono and Verdemont, 893 pauses as a fourth man joins the team on the rear end: engineer Andy Anderson, whose twin-SD39 helper set will shove up to Summit. On the 2.2% climb that lies ahead, the 16,000 horses of the four GE road units are ample power for the 4600 tons coupled behind, but that weight is stretched out across some 7300 feet of train. Without a helper, the friction of all those flatcars — more than a mile's worth — would bind up enough in the 6° reverse curves between Cajon and Summit to seriously hinder 893's progress up the hill. Once the helper is coupled on, the train begins its assault on the pass, eventually settling into a 27 m.p.h. speed on the 2.2% compensated grade, the throttle set to Run 8 and the ammeter glued to the 1200 mark. Another hundred amps and the GEs would enter the first "short time limit" where the traction motors could endure only one hour under such load before running the risk of overheating.

KODACHROME ALAN MILLER

Observing it all from a comfortable, quiet room in Santa Fe's new Regional Managers Office building in San Bernardino is the Cajon Subdivision dispatcher, whose desktop array of color monitors shows train locations and signal conditions on a simplified track schematic of the main line from San Bernardino to Barstow.

At 10:15, the 893 passes a westbound Santa Fe doublestacker at Keenbrook, which is still the site of a connector track built between the Santa Fe and SP mains in anticipation of the ill-fated SPSF merger of the 1980s. At 10:27, 893 is blowing for the grade crossing at Blue Cut as it meets the westbound "D'ago," a name crews apply to Santa Fe's 4-828 or "SDX" freight which runs Barstow-San Diego and return. Traffic

CLIMBING CAJON PASS on November 30, 1990, our four Dash 8-40BWs are chugging hard to pull Train 893 through the tunnels near Alray (below). Alan Miller records our train a mile further uphill in the valley west of Summit (above) with the San Gabriel Mountains for a backdrop. Racing through the desert, we have a clear view through the two-piece windshield as 893 meets Extra 9562 West at Lenwood (left).

on Santa Fe's double track main over Cajon is still typically run left-handed so that eastbounds can avoid the sections of 3% on the south track, but reverse signaling and high-speed crossovers let the dispatcher break style when conditions warrant. Rounding Sullivan's Curve, and later the less-remarked horseshoe just west of Alray, the crew gets the first good view of all the highway trailers which are in their care. Even while passing beneath Interstate 15 and through Tunnels 1 and 2 at Alray, the barking exhaust of the GEs and the overall fury of the uphill fight are hardly felt within the comfortable, sound-insulated cab. Spared the fatigue they've no doubt experienced in older, noisier cabs, Brooks and Gibbons are better able to converse with each other and the dispatcher — and are more attentive to the track and signals ahead. Both agree the new cabs of the Super Fleet units are a major boost to both op-

DASH 8-40BWs 503 and 505 (above) were the first Super Fleet GEs to enter California as they led a standard GE and Santa Fe Train 198 west past Frost on October 14, 1990. On December 2, 1990, two more of the GEs were posed in the intermodal yard at San Bernardino (below) for company photos. On board Train 893 on November 30, 1990, conductor J.L. Gibbons and engineer G.W. Brooks (opposite, l-r) keep a sharp eye on the track ahead and the train behind as their Super Fleets climb east up Cajon.

TWO VELVIA FUJICHROMES: MIKE MARTIN

erating efficiency and crew morale.

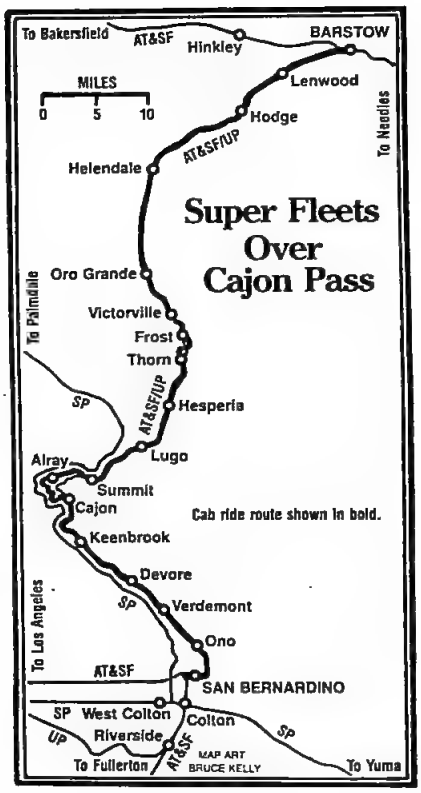
Citing one key improvement the newer Dash 8-40BWs have over their GP60M counterparts, Brooks says the control console of the GEs places the gauges directly in front of the engineer, while in the EMDs the twin air gauges are positioned far enough to the left to require many engineers to hunch over to read them properly.

At Milepost 57X, the open valley west of Summit allows the first glimpse of the helper units working on the rear end. Summit is reached at 10:51 a.m., and as speed builds to 35 m.p.h., Brooks notches the throttle back to Run 5, and the amperage drops to 600. "Goin' under the wires, Gary," is helper engineer Anderson's radio message indicating the hind end has passed beneath the high-tension electrical lines west of Summit and that it's time to bring the train to a halt. A recent agreement Santa Fe signed with the operating unions (reducing the Cajon Sub helper crew to one man) has Anderson running the helper alone, and it takes a few minutes for him to single-handedly close the brake line on the rear car and reattach it to the End-of-Train Device (which in Santa Fe parlance is "ETD"), pull the pin and back the helper off from the train. The Santa Fe uses two types of ETDs on Cajon. One can remain in the knuckle while the pusher couples on, while the other must be removed and kept on the locomotive's end walkway before the helpers can couple on. In either case, the trainline air hose is detached from the ETD and linked up with the helper's air, so that the locomotives become part of the braking system. When the helper is cut off, its engineer must see that the ETD is properly functioning before the train can depart.

The dispatcher had originally planned to put the helper in the clear at Summit and tie it onto a westbound grain train which could benefit from the added dynamic braking on the long descent to San Bernardino, but the westbound's three road units are already roaring by 893's head end as the helper is being uncoupled. The grain train will continue unassisted, and Anderson will instead run his SD39s light down to San Bernardino.

The 893 quickly regains momentum on the 1.6% east slope. An initial nudge of the throttle followed by pure gravity brings the speed up to 48 m.p.h. in the 5.8 miles between Summit and Lugo, and five miles farther at Hesperia the 893 has reached 62 m.p.h. with Brooks having to use only the dynamics to control the drop downhill into the desert. The so-called "natural crossover" between Thorn and Frost takes the 893 *under* the other main track so it may begin normal right-handed running, but that arrangement is short-lived as the conventional dual crossover at Frost returns the train to left-handed running to get around a local working on the south track at Victorville.

Cruising through Helendale at 70 m.p.h., the 893 encounters a minor sag in the grade that causes Brooks to make his first significant throttle-up since Summit. Between the smooth, quiet ride and the fact that the Super Fleet cab floor is about a foot higher than those on ordinary units, you'd think you're doing only about 35 m.p.h. judging by the motion outside the windows. Amtrak 35, the westbound *Desert Wind*, flashes by, then the 50-m.p.h. crossover at Hodge guides 893 back to the south track. The First 188 and then another westbound are met in rapid succession near Lenwood, and a flashing yellow signal announces the approach to Barstow Yard. Several other Super Fleet units are visible in the yard as 893 rolls into one of the run-through servicing tracks adjacent to the main line, coming to a stop at 12:15 p.m. Brooks, Gibbons and Montano dismount while personnel riding small utility vehicles inspect the entire train before its departure with a fresh crew.



Proven Protection

Within their first six months of service, Santa Fe's Super Fleet GP60Ms showed the railroad industry just how much the new safety-tailored super cabs improve the survivability factor for train crews in the event of a collision or derailment. GP60M 133, leading the QNYLA intermodal train west through Holbrook, Arizona, at more than 60 m.p.h. in July 1990, slammed into a loaded gravel truck which had stalled on a grade crossing (the truck driver had managed to jump clear before impact). The thick steel sheeting and heavy internal reinforcement beams of the 133's nose essentially sliced right through the load of gravel, protecting the crew and preventing a potentially disastrous high-speed derailment. According to Mike Martin of Santa Fe's public relations department, the front hand railing and several grab irons were sheared off and the paint was considerably scraped, but the structural integrity of the locomotive cab was untouched.

SUPER FLEET GEs await departure (above) from San Bernardino with Train 893 on November 30, 1990. Such power may someday lead entire trains of new, articulated Super Hoppers (below) in unit grain or potash service. The 893's four Dash 8-40BWs chug like proper GEs (below right) as they climb east around Sullivan's Curve on Cajon with more than a mile of intermodal cars in tow.

A far worse accident involving Super Fleet power occurred on November 7, 1990. Barstow-Los Angeles westbound Train 818, led by an SD45/SDF40-2/SD45/C30-7/SD45 diesel consist, had taken the siding at Corona (between San Bernardino and L.A.) to clear for eastbound L.A.-Chicago Train 891, which was led by new GP60Ms 137, 148 and 152. For reasons still unknown (investigations thus far point toward human error among the westbound's crew), the 818 went beyond the west switch of the siding at about 5 m.p.h., reentering the main line just as the 891 was approaching at nearly 30 m.p.h. A subsequent study of the 818's event recorder tapes show the emergency brakes had been applied, but not in time to prevent the train from fouling the main. The 818's lead SD45 rammed into the power on the 891, the collision totally destroying the SD45's cab and killing its three occupants. Lead unit 137 on the 891 was knocked off the track and slid on its side several yards while trailing units 148 and 152 piled up in opposite directions. All three cabs on the GP60Ms remained physically intact; the engineer and conductor in the 137 survived with serious injuries although the brakeman in the 148 died in the ensuing fire brought on by the thousands of gallons of spilled diesel fuel.

Photo Opportunity

A deep blue, crystal clear California sky greeted the rising sun of December 2, 1990. Fortunately for Santa Fe Railway Manager of Public Affairs Mike Martin, that was the day set aside for a company photo session with freshly-washed Super Fleet Dash 8-40BWs 527 and 556 at the recently expanded, three-track intermodal facility in San Bernardino (a fourth track is planned to be added as well). Both units faced directly east, and the low winter sun provided perfect three-quarter side lighting as Martin spent several hours taking pictures from ground level and from the raised bucket of a boom truck. On hand for the San Bernardino yard shoot were Gerry Washington, hub manager of intermodal for Santa Fe, the man in charge of the San Bernardino facility; Sharon Brooks, vice president & general manager of Rail Delivery Services, which had just contracted to provide tractor service for some of the trailers handled at the San Bernardino facility; Mike Collette, terminal manager for Transport Equipment & Service of California, which operates the ramp and straddle loaders and stages inbound and outbound trailers; and Santa Fe's Assistant Supervisor of Equipment John Salvini, Assistant Superintendent of Operations Neal Leaverton and Assistant Director of System Maintenance Terminals Monte Johnson. One result of that "shoot" was the front cover of this magazine.

SANTA FE RAILWAY

The following day, the 527 and 556 led sister unit 525 and a string of doublestack cars up to Cajon Pass to pose for more company pictures. Santa Fe had hired a professional photographer to shoot the train at Sullivan's Curve for the 1990 annual report. Ironically, it was one of Mike Martin's impromptu shots near Alray, taken as the train was racing east to Barstow to be turned,

which wound up on the annual report cover instead.

Looking Ahead

Images of new diesels in the red & silver warbonnet, positioned among modern intermodal hardware, spell not only success for Gerry Washington's booming hub operation, but also bright promise for the direction Santa Fe is taking. By August 1991, the railroad expects to see delivery of 23 cabless GP60B booster units which, when coupled to the GP60Ms or Dash 8-40BWs, will create modern A-B-B-A lashups of Super Fleet locomotives. Behind the new power, in addition to the existing cuts of articulated doublestack container cars and highway trailers on spine flats, Santa Fe may someday be tacking on whole new "Super Trains" of revolutionary freight cars. The first of three prototypes for the Super Hopper, a five-unit articulated covered hopper developed by Santa Fe and Thrall Car Manufacturing Company, began testing in revenue grain service on February 1, 1991, when it took on a load at Union Equity's elevator in Hutchinson, Kansas. According to a Santa Fe press release, "A train of the aluminum Super Hoppers will be able to carry about 30% more lading than a similar-length train of jumbo covered hoppers. A train 5491 feet long including 34 of the five-unit aluminum cars would have the same capacity as a standard unit train of 120 jumbo covered hoppers that was 7200 feet long." After evaluating the performance of the prototypes, Santa Fe plans to set up a fleet of Super Hoppers for its customers who ship such bulk commodities as grain and potash.

Other Santa Fe innovations which are revolutionizing the rail industry and giving added justification to the birth of the Super Fleet include the establishment of Quality Distribution Centers, large rail-served warehouses which rent out space on a long- or short-term basis to local businesses who need temporary storage for products arriving from the factory but can't afford the cost of buying or building their own warehouse. The new Quantum Service (not to be confused with the Q trains of Santa Fe's Quality Service) is a joint operation with national trucking firm J.B. Hunt in which "highly service-sensitive traffic that has previously not moved by rail" is brought to an intermodal hub for quick, cost-efficient forwarding by Santa Fe to another hub somewhere across the country.

And speaking of hubs, United Parcel Service is now building what is considered to be the world's biggest package sorting terminal just outside Chicago along Santa Fe's main line. With some 1500 trailer loading doors and road-to-rail transfer, the UPS hub should create enormous business for Santa Fe.

Rail-Cycle, a joint venture between Santa Fe and Illinois-based Waste Management of North America, is one of the proposed operations that may soon help Los Angeles get rid of as much as 25% of the 80,000 tons of solid waste the city generates each day. After removal of recycleables, the non-hazardous residual waste would be compacted and loaded into containers for overnight shipment on Santa Fe trains to a 4500-acre landfill site in the Mojave Desert near Amboy. While not the most glamorous of contracts, the trash hauling would be quite profitable for Santa Fe, and further evidence of the railroad's ability to adapt to serve the changing needs of its community.

Imagine you're back in the cab of that Super Fleet Dash 8-40BW, chugging up the north track of Cajon Pass. Coupled behind is about 8000 tons of solid waste bound for Amboy. Near Drawbar Flats, you look down to see a westbound grain train descending the south track with red & silver A-B-B-A GP60Ms on the head end of a long parade of articulated Super Hoppers. There are less trucks visible on Interstate 15 because your railroad has taken back more and more of the trailer business. East of Alray, you reach above the control desk and snap on the computer monitor to see if the dispatcher has planned any crossover moves between Summit and Barstow. A strange scenario, perhaps, but one that likely describes what lies ahead for Santa Fe and the Super Fleet. ⊂

A short line with a strange name and even stranger locomotive

Warming Up to the Thermal Belt

by Jim Wrinn

Chances are you've never heard of the one-engine, one owner-operator, one-county Thermal Belt Railway. And unless you've been to Rutherford County in southwestern North Carolina — home territory to the Thermal Belt — you wouldn't have much reason to learn about this fascinating railroad that is keeping alive freight service on two remote sections of former Southern Railway and Seaboard Air Line tracks.

With a name like the Thermal Belt, this railroad has to be good. It takes its name from the unusual isothermal effect of Rutherford and Polk counties. First described in 1858, "the effect" means that on certain cool nights the temperature may be 20 degrees warmer on the slope of a mountain than at its base. The story is no joke, even though the railway started operations the day after April Fools Day 1990. In addition to its intriguing name, the railway's biggest assets are rare motive power, an eye-popping tall bridge and unbeatable short line spunk.

Like so many short lines born in the 1980s as Class 1 railroads began paring down their mileage, the 16.4-mile Thermal Belt was conceived out of a need to maintain rail service. In this case, Norfolk Southern shed itself of 12.8 miles of a former Southern Railway line in Rutherford County in June 1989. The NS tracks stretched from Gilky, in the northern part of the county, through Spindale, Rutherfordton and Forest City to Alexander Mills on the south side of the county. A former Southern Railway through route between Marion, N.C., and Kingville, S.C., this section had been served for many years by a one-engine local based out of Shelby, N.C. Operating on a six-day-a-week schedule, the train (known as Carolina Division No.22 northbound and 21 southbound) serviced on-line industries. Typical operation was a round trip from Shelby to Marion, but in recent years the line north of Gilky, where a woodyard and furniture plant were located, had been embargoed, shortening the run significantly.

Class 1s call it quits

Losing NS service was a tremendous blow to one lumber company at Forest City and a plastic pellets manufacturing company at Alexander Mills. According to Pam Davis, rail revitalization coordinator with the N.C. Department of Transportation's rail program staff, both companies said that they would be severely hurt without rail service. Officials with Afa, the plastics manufacturer, were concerned that purity might be lost in transloading its raw material (a mixture of various grade plastic pellets). Switching from covered hoppers shipped all the way from Texas and Alabama to trucks for the final journey to the plant just wouldn't work, they said.

Likewise, the Henson Building Products Company in Forest City was dependent on rail service. A regional building supply firm, most of its lumber comes from Canada on rail cars.

"It's difficult to get a truck to haul it that far," Davis said. "It's not economical."

When it quit, NS officials said the line was generating about 375 carloads a year. Although NS has been aggressive in promoting the development of short lines across its system with an attractive short line leasing program, the low volume of cars created enough concern to prompt company officials to write off the Rutherfordton segment.

"It was a very low number of cars," Davis said. "That's way Norfolk Southern decided not to lease the line. They thought nobody would want it."

Meanwhile, CSX was making noises about its own line into Forest City. To minimize costs; CSX and NS had shared track in the Rutherfordton and Spindale area starting in the mid-1980s. The arrangement provided CSX the opportunity to remove some stretches of its track that were literally parallel to the NS line to the point of being side by side. CSX's 3.5-mile line stretched from Bostic into Forest City on the westernmost extension of the former Seaboard Air Line in North Carolina. The line was mostly straight, with the exception of a twisting segment of track with a 1.6% grade west of the Second Broad River.

Once banked (superelevated on curves) for passenger trains, the old Seaboard line had seen its better days by the late 1980s. Cinders from steam-era ashpits at Charlotte and Hamlet served as ballast. And the banking made it hard for freights to struggle up the hills. Impressive, however, was the line's spectacular 80-foot high, 480-foot-long steel deck trestle over the Second Broad River. Also interesting was its infrequent role as an occasional siding for SD40 and SD45-powered empty hopper trains waiting to get on the former Clinchfield Railroad at Bostic. During extremely busy times on the Clinchfield, the trains pulled off the former SAL main line from Monroe, N.C., to Bostic, and rolled right onto the branch to wait their turn to back out, pull forward into Bostic Yard and continue north on the old Clinchfield.

One of the remaining customers on the CSX part was Genpack, also a bulk user of plastic pellets to make spray bottles for household cleaners. Trucking pellets wouldn't do them much good either. The other CSX-segment customer was a pulpwood yard. Trucking pine logs to paper mills in eastern North Carolina wouldn't cut it, the company said.

The short line solution

Like NS, CSX felt a short line created out of its Forest City trackage with so few shippers might not be viable. But it didn't squelch the idea. The shippers got together, talked about the problem with county industrial development officials and state rail planners and came up with a solution: Taking both the NS and the CSX lines and making them one short line. Thus was created the Rutherford Railroad Development Corp., a non-profit corporation that would acquire both the unwanted NS and CSX tracks. The company would own the tracks and lease them to a short line operator who would be bolstered by a per-car surcharge on the NS segment to help get the operation going. The N.C. Department of Transportation came up with $122,500, and the county shelled out $100,000 for the track. Both rail systems cooperated with the sale.

"It's an unusual short line to say the least, in that it was created from two different Class 1 railroads," said Larry Sams, former director of planning for the state rail program. "Negotiating with one railroad is difficult enough, but dealing with two different railroads is very hard."

In addition, local businesses contributed money to help buy a locomotive and pay for other start-up costs. While the deal was being negotiated, CSX continued to operate its part of the line. Much of the NS line was impassable. When Hurricane Hugo roared inland in September 1989 it sent tons of tree limbs and branches raining down on the tracks.

CSX made its last run March 31, 1990, and two days later, the Thermal Belt Railway started operations. After

KODACHROMES JIM WRINN, EXCEPT AS NOTED

THE THERMAL BELT'S Carterpillar -powered rebuild of a 1938 EMC Model SW switch engine eases into the pulpwood yard at Bostic, N.C., on May 18, 1990, to pick up a pair of loaded pulpwood racks to be delivered to the nearby CSX interchange.

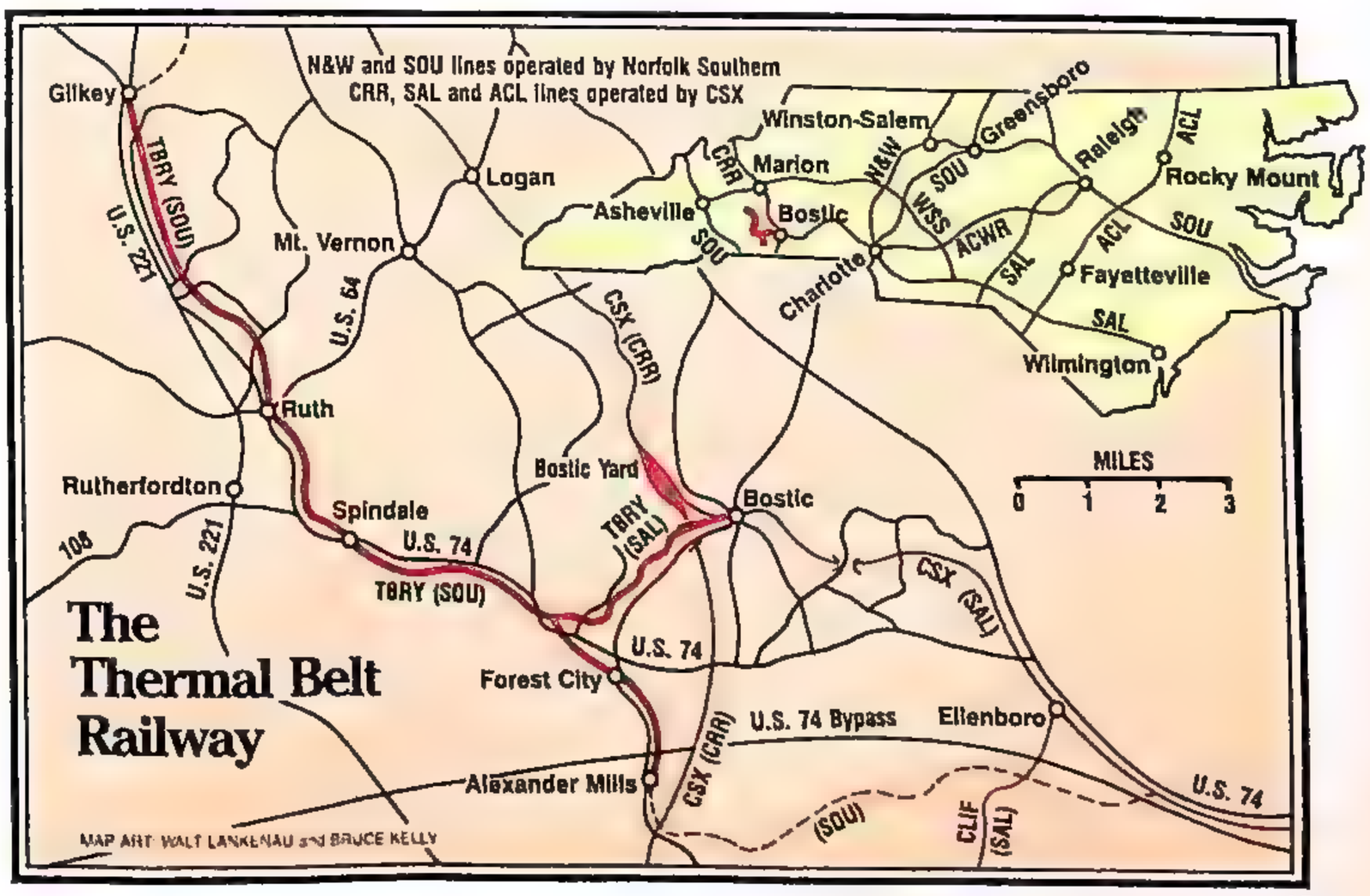
company President Don McGrady's wife, Nadine, broke a bottle of champagne over TBRY diesel No.1, the engine carried happy local development officials on a short ride. Then the engine coupled onto three covered hopper cars loaded with plastic pellets that made up the first train April 2, 1990. The Thermal Belt was in business.

"We're all very pleased, but the big thing is that we all believe that in the long term the railroad can be self-sustaining as industries here use it and new industries come in to use it," Afa president and Rutherford Railroad Development Corp. chairman Chuck Rivard told *The Daily Courier* newspaper.

The operator of the Thermal Belt is Southeastern Shortlines Inc., and President Don McGrady is no stranger to railroading big or small. A former Santa Fe engineering department employee in Newton, Kansas, starting in 1979, the North Carolina native returned home in 1984 to become track superintendent for the prosperous Laurinburg & Southern Railway. The L&S is a bustling short line in eastern North Carolina, and McGrady said the experience with the Santa Fe and the L&S were useful in preparing him for his new career as the owner of Southeastern and operator of the Thermal Belt. In addition to McGrady, who serves as locomotive engineer, billing agent and mechanic, the railroad has two part-time employees, including McGrady's brother, Mickey, a former Auto-Train attendant, who's also busy with other N.C. short lines.

Part EMC, part bulldozer

Power on the Thermal Belt is enough to make most diesel enthusiasts drool and cringe at the same time. The TBRY No.1 is an SW-model built by the Electro-Motive *Corporation* in July 1938 as No.5 (builder's number 718) of Missouri Pacific's Union Terminal Railway of St. Joseph, Missouri. Powered by an inline eight-cylinder Winton 201A engine, the SW (*S*ix-hundred horsepower, *W*elded frame) was one of EMC's



first diesel locomotive models, predating the 567 diesel engine and the famous FT freight unit. In production between December 1936 and January 1939, the SW was the most numerous (77 units) of all the Winton-powered switcher models (all models totaling only 174 units). Only a handful remain today.

The Union Terminal switcher went to St. Joseph Belt as that company's No.5, became Missouri Pacific 6005 and went to Precision Engineering in the mid-1960s. Reconditioned, but retaining its Winton 201A, it was sold as No.3 to the Pickens Railroad in South Carolina where it remained in operation alongside a Baldwin diesel switcher until the mid-1970s, when it was sold again.

Passing through the hands of used locomotive dealer Birmingham Rail & Loco, the enduring SW wound up the property of Duke Power Company, a Charlotte-based regional utility. Chattahoochie Locomotive Co. of Cornelia, Ga., remanufactured the locomotive again, this time using a 600-h.p. Cummins engine. The change gave the locomotive two things: an interesting meshwire, see-through radiator area toward the front of the carbody, and a bulldozer stack cover that pops up when the throttle's advanced — and an exhaust sound to match! Duke sent the locomotive to its Cherokee Nuclear Station in upper South Carolina to serve during construction of the plant. The decline in the nuclear energy idled the plant midway through construction, and both the locomotive and the plant remained that way with the coming of the 1980s. North Carolina B-movie maker Earl Owensby bought the unfinished nuclear station as a movie set (for "*The Abyss*") and might have even fired up the No.1 a couple of times. So far, however, no Owensby movies have included a yellow switcher with black handrails.

The engine was sold to McGrady in 1989 in anticipation of the Thermal Belt's start. He scrubbed up the faded, oxidized Duke Power yellow paint scheme and lettered the engine Thermal Belt. He also removed some additional handrails that Duke had installed. Their removal helps to backdate the ap-

THE SECOND BROAD RIVER trestle is the most spectacular structure on the Thermal Belt, and engineer/president Don McGrady (top) posed on the bridge in March 1991 so that his brother, conductor Mickey McGrady (above), could photograph it from the abutment and nearby highway bridge (below). On May 18, 1990, they were working Afa (opposite) at Alexander Mills.

TWO EKTACHROMES MICKEY McGRADY

pearance of the engine as much as possible, although there's little that can be done about the mesh radiator area at the front. Says McGrady of the diminutive No.1, "It runs good, and it's pretty fuel efficient. The most cars I've ever had on the engine was seven loads and two empties. I had it wide open with all the sanders going. I don't think we'll ever wear it out."

Three days a week

The Thermal Belt usually runs Mondays, Wednesdays and Fridays, as needed, leaving Tuesdays and Thursdays for track work and maintenance on the No.1. In true short line fashion, it's all subject to customer demand. "We'll run Saturdays, nights and weekends if needed," McGrady says.

The Thermal Belt has no "depot" or engine terminal. The railroad's office is Don McGrady's home, and the locomotive is kept near the CSX interchange just east of the old SAL yard in the community of Bostic. The train usually originates in Bostic in mid-morning after receiving cars from the one-track CSX interchange, which is the Thermal Belt's only link to the outside world.

To illustrate a typical operating day, on Friday, May 18, 1990, the train left Bostic with a bulkhead flat of lumber for Henson and two covered hoppers loaded with pellets. The train nosed by stacks of logs at the pulpwood yard, crossed a rural road and passed over the former Clinchfield main line. Then the train slowed for the dramatic crossing of the Second Broad River, whose murky waters and tree-lined banks are far below the structure. McGrady is cautious — an indentation in the ties along a 200-foot stretch of track on the bridge marks the location of a near tragedy for one CSX train. McGrady tiptoes the No.1 across.

But just as soon as the last car is over the bridge, it's time to pull back on No.1's unique stick-shift throttle. Ahead is a winding stretch of 1.6% grade, and it will take sand, traction and determination to reach the first customer, Genpack.

"It's real steep right off the bridge," he said. "But if you get to Genpack, you've made it."

At Genpack's sidings, the engine spent most of the morning shifting out empties and spotting loads at the direction of one of the company's managers. Then it was time for McGrady to whisk away through a kudzu-filled cut into Forest City.

With the authority that accompanies a five-chime air horn, No.1 cleared the U.S. 74 crossing in Forest City and reached the heavier rail of the former Southern track behind a block of buildings on the west side of town. Shortly before noon, McGrady shut down the No.1 on the Southern passing track to change fuel filters while brother Mickey and another crew member hiked to a nearby restaurant for a thick hamburger with onions. After lunch, it was a short distance to the west to spot a car on the grassy Henson Building Products siding. Then there was a trip about three miles south to the Afa plant to drop off one of the covered hoppers. Retracing its path, the TBRY carried out an empty covered hopper and paused at the wood yard for a couple of loaded pulpwood racks before tying up at Bostic for the night.

Operations have continued much like this for the past year. Carloadings for nine months of operation in 1990 were about 350 cars, but prospects are looking up for a better 1991. The former-Southern tracks have been reopened north to Spindale, where the Yelton Milling Co. is receiving carloads of corn and wheat to be made into flour. McGrady says he's still working with the Broyhill Furniture Co. and a woodyard in Gilky to renew service. The furniture plant would have to make some track changes, but McGrady says he's hopeful the service will resume in 1991.

The N.C. Department of Transportation has granted the railroad $40,000 for surfacing the former CSX track — McGrady wants to eliminate the superelevation that holds his train to a creep and puts tremendous weight on one rail. The work should take place later this year.

And the unique No.1?

"It's a great little engine," McGrady says. "It's great as far as being fuel efficient, and it looks like we're going to be running it a lot more this year."

KODACHROME MARK D COMSTOCK

INDUSTRIAL NEIGHBORS Empak and Fitzgerald Railcar Services, both located in Fitzgerald, Georgia, operate their own switching locomotives. Empak's leased Relco HH-660 606 was seen idling near FRS's ex-B&O NW2 9548 on February 18, 1991. See page 44.

KODACHROME DAVID LUSTIG

ZACKY FARMS, a Western poultry grower, has painted ex-Santa Fe CF7 2631 in vibrant colors for work at its Traver, Calif., plant along SP's main line in the San Joaquin Valley. It was switching feed cars on March 2, 1991, as a hail storm neared.

TWO KODACHROMES MIKE SMALL

ABERDEEN, CAROLINA & WESTERN has recently painted three cabooses in a scheme matching its locomotives. They were seen along with a repainted Aberdeen & Rockfish caboose (left) at Aberdeen, N.C., on January 25. That same day, AC&W's ex-BAR GP7 71 was heading up a train (above left) at Seven Lakes, assisted by a unit from the Aberdeen & Briar Patch. See page 44.

GATX MP15s 9625, 9626 and 9627 (all ex-Reading) have been leased to the St. Lawrence & Atlantic. On February 18, 9627 and 9625 bracketed ex-CV GP9 4450 and ex-New Hampshire & Northcoast GP9 1757 (below) on SL&A Train 393 at Greenwood, Maine.

KODACHROME TIM FRANZ

Markers

BY JIM BOYD

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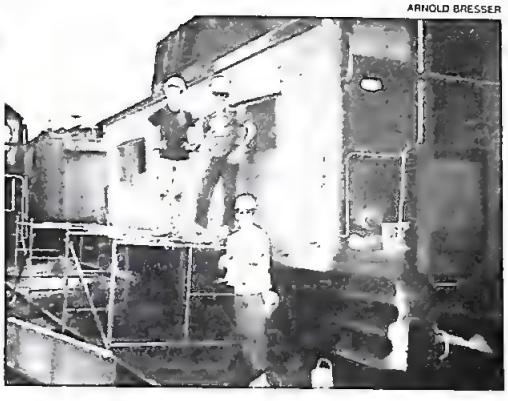
ARNOLD BRESSER



EAGLE SCOUT candidate Rick Bresser (above right, at left) and fellow Scouts Mike and Joe Wolski were working on Lehigh Valley caboose 95003 at Steamtown in the summer of 1990. Rick's project documentation was presented to the Pennsylvania Archives in Harrisburg (above left), where Pennsylvania Lieutenant Governor Mark Single was on hand to congratulate Rick for his work.

Eagle Scout Caboose

In March 1990, 14-year-old Rick Bresser of West Scranton, Pennsylvania, was looking for a "community service project" as part of his quest to become an Eagle Scout. A member of Troop 4 of the Northeastern Pennsylvania Council of the Boy Scouts of America, the high school freshman approached the Steamtown National Historic Site in Scranton and offered to take on a historic documentation and restoration project. The rusting blue hulk of Conrail caboose 18644 was selected, and along with other members of Scout Troops 4 and 11, Rick spent the summer of 1990 scraping rust, applying paint and preparing the car for the professionals who would handle the interior carpentry work and exterior lettering. Rick's Scouts did all of the exterior preparation, primer painting and red finish coat by hand. Students from the Johnson Technical School refurbished the windows for the Steamtown shop crew to reinstall.

A major part of the project was historic documentation of the car and the restoration work, which had to be done to National Park Service standards. Following a "chain of phone calls" to museum and railfan sources, Rick was able to produce a 26-page illus-

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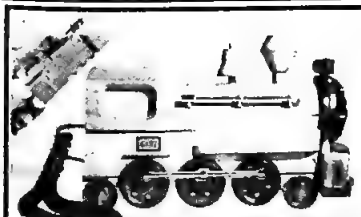

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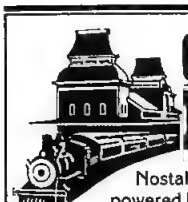

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trated document relating the colorful history of Conrail 18644, which had been built as Lehigh Valley 95003 in the company shops at Sayre, Pa., on May 22, 1941, at a cost of $4885. It was an LV version of the 44,000-pound all-steel "Northeastern Standard" center-cupola caboose. A copy of Rick's document was presented to Dr. Robert Ductor of the William Penn Museum and Pennsylvania Archives in Harrisburg. The caboose project was entered into the national "Take Pride in America" competition for restoration and preservation efforts and took Third Place in the state.

The as-built "Route of the Black Diamond" lettering was applied by a professional painter in early 1991 in the Steamtown shop, and the handsome caboose was rolled outdoors for a portrait as soon as the weather cleared (page 73). The caboose will be on public display at Steamtown in 1991 and will likely see service on a photo freight during the second "Photographers Weekend," which is scheduled for September 7-8, 1991.

In the meantime, Rick Bresser's project is going before the Boy Scouts' National Board of Review, and he should have his Eagle rank by this summer.

next in month RAILFAN & RAILROAD

● FIRING THE HOOSIER HUDSONS: As a student at Purdue University in the early 1950s, Hal Lewis learned to fire the New York Central 4-6-4s that ruled the line between Indianapolis and Kankakee. He tells what it was like to work with these legendary machines.

JULY 1991 ISSUE ON SALE JUNE 1

THE RIDGWAY COURIER EXPRESS

BILL ADDEO was presented with a $1000 savings bond and a jacket by the Buffalo & Pittsburgh Railroad at a dinner in his honor on January 9, 1991, in Dubois, Pa. He is shown with B&P General Manager Larry Ross, brother Dave and parents Beverly and Frank.

Young railfan honored

It sounds like the plot of an old movie, but the story is true, and the Buffalo & Pittsburgh Railroad held a dinner on January 9, 1991, in Dubois, Pennsylvania, to honor a 13-year-old railfan for preventing a possible train wreck. Young Bill Addeo is a camera and scanner toting railfan who has the good fortune to live right next to the B&P main line in Ridgway, Pa., where his father, Frank Addeo, has worked as a maintenance of way employee for the B&P since its takeover of the former-CSX/B&O line in 1988.

On the night of October 31, 1990, Bill rushed as usual to the window when he heard a southbound train approaching. Visually inspecting the passing train like a veteran railroader, he saw sparks flying from beneath one of the cars. He immediately called his father, who telephoned B&P train dispatcher Charlie Ford. The dispatcher radioed the train crew, engineer Richard Meehan and conductor Charles Wachob, that something was dragging. They stopped the train and discovered that the car which Bill Addeo had spotted was derailed. The boy's quick action had prevented a potentially serious wreck. At the dinner in Dubois, B&P President Chris Damiano presented Bill with a $1000 savings bond and a B&P Railroad jacket as tokens of appreciation for his action.

An eighth grade student at Ridgway High School, Bill is active in basketball, football and baseball in addition to his interest in trains. His mother, Beverly, notes that the family had spent many vacations at places like Strasburg, Steamtown and Orbisonia, and that on a recent trip to Florida "he named every railroad we passed over, went under or ran parallel with because he had his Railroad Atlas with him." Bill has been a subscriber to R&R since age ten, his basement is full of Lionel trains, and he keeps his scanner tuned to the B&P at home. Bill's future ambition: to become a locomotive engineer, of course.

Back to Cajon

Bruce Kelly's trip west to ride Santa Fe's new Super Fleet Dash 8-40BWs included a brief look at one of his favorite old stomping grounds, Cajon Pass. Bruce moved from southern California in 1984 but has managed a return visit about every year since. On this latest trip, Bruce comments, "Upon our arrival at Barstow on the 893, Mike Martin and I were taken on a quick tour of the yard by General Supervisor of Train Handling Tom Campbell. The three of us then joined photographers Alan Miller, John Sistrunk and Richard Steinheimer (who had all been taking lineside pictures of our train) for a good Mexican lunch. Mike and I got a ride back to San Bernardino with Steinheimer, then Stein and I headed back to Cajon for a night's sleep in preparation for the next day's railfanning on the pass. We spent a little time milling around under the stars at Sullivan's Curve, talking trains, and in particular, talking night photos. We never broke out the cameras (the wind was getting colder, and we were getting tired), but we exchanged a lot of wild ideas, including stringing Sullivan's Curve with bulbs for a Santa Fe remake of that historic flash-lit Pennsy night photo of Horseshoe Curve.

"Although Stein and other Cajon veterans often bunked in the ex-Los Angeles Railway trolley car *Descanso* at Summit back when it

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THE SOUTHERN TIER: CR, CP, D&H, NS, NYS&W - Hornell to Binghamton to Oneonta - October 89, October 90. John Wilcox, 809 N. Cayuga St., Ithaca, NY 14850. 607-272-2787. 671

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WANTED: Official guide of the Railways any month for one of the years 1926 through 1936. Quote to: Carl Lathrop, 108 Garfield, Madison, NJ 07940. 691

WANTED: ICC accident and locomotive boiler inspection reports, any quantity. K. Smith, 758RF Maple, Fostoria, OH 44830-2015. 1291

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 714-962-1126. 392

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

OLD STOCKS, BONDS, one or boxes full. Top dollar paid, also passes, Poor's Manuals. Beach, Box 2026, Goldenrod, FL 32733. 407-678-6756. 691

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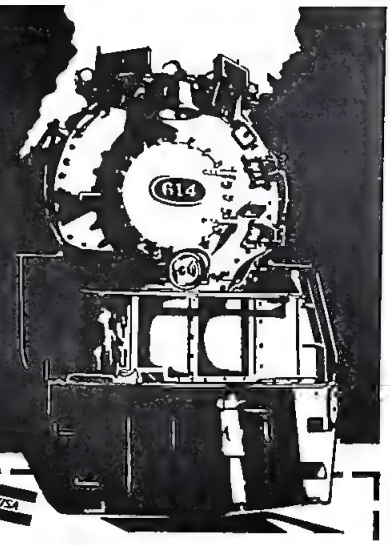

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was occupied by Santa Fe operator Chard Walker, they never had anything as convenient as the new EconoLodge motel (8317 Highway 138, Cajon Pass, Phelan, CA 92371; 619/249-6777; $47.00 per night for a room with twin beds). Built in the late 1980s at the junction of Interstate 15 and Highway 138, it's the only motel available within the pass itself. Rooms on the west side of the building have a fine view of the upper Drawbar Flats area, where all three tracks run parallel but at different elevations on the hillside. If it had been summer, we could have even watched trains from the swimming pool or jacuzzi! Through the night we heard upbound trains in Run 8 and downbound trains in full dynamics (the 3% grade of the south line runs closest to the motel), except when the thermostat clicked on the room heater. With the EconoLodge now added to its tiny cluster of two gas stations, a quick-stop market and a roadside restaurant, Cajon Junction has become a fairly 'full-service' base of operations for visiting railfans who like a hot shower and comfortable bed after a hard day's shooting.

"Between the cab ride in Santa Fe's newest motive power and the time spent railfanning with Steinheimer and all his stories of photographing the pass in the days of E-units and DD35s, this certainly goes down as one of my most memorable trips to Cajon — B.K."

Mexico's FT B-unit

It's been no secret that there is an A-B set of former-Northern Pacific FTs stored at the Sonora Baja-California Railroad's Benjamin Hill Shop in Mexico. We ran a photo of the

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G.C. Wineholt 20

SB-C 2203 A and B coupled together in the October '89 R&R. As with the recently restored Alco PAs DH-19 and DH-17, FNM Empalme Shop Superintendent Ceasar Romero is going to restore the FT cab-unit back to operation, reportedly adorned in SB-C orange. However, the decision from upper management is to scrap the B-unit. That matching two-unit NP FT set is actually rarer than the PAs, as they are the only ones surviving with the distinctive dynamic brake box on the roof. The FT demonstrator 103 set, presently at EMD at LaGrange to be on display at Sacramento in May, did not have dynamic brakes.

Many fans will remember that when the Mexican national railway was asked by several groups from the U.S. about purchasing any or all of the Alco PAs, there was considerable resistance to the idea, as the Mexicans were rightly proud of saving them at a time when the Americans had squandered the opportunity until it was too late.

Now, unfortunately, it appears that the Mexicans may be repeating our mistake and prematurely scrapping the natural mate to their historic FT A-unit. If they have no desire to overhaul it at the moment, it is hoped that at least it not be scrapped until an effort can be mounted to save it. There is certainly a place for this historically significant sole-surviving unit in a U.S. museum or ultimately with its matching FT A-unit at the Mexican national museum in Puebla (outside of Mexico City) alongside PA DH-19.

FNM Alco PA DH-17

In a late breaking development, the National Railways of Mexico (FNM) has agreed to send Alco PA DH-17 and a business car to Sacramento for Railfair. Crossing the border at El Paso, the vintage unit will be running, but not under power. The exact dates of the ferry move were being worked out at press time. The California State Railway Museum was also interested in hosting a restored NdeM 4-8-4 from the museum near Mexico City, but the logistics of the move proved to be impractical.

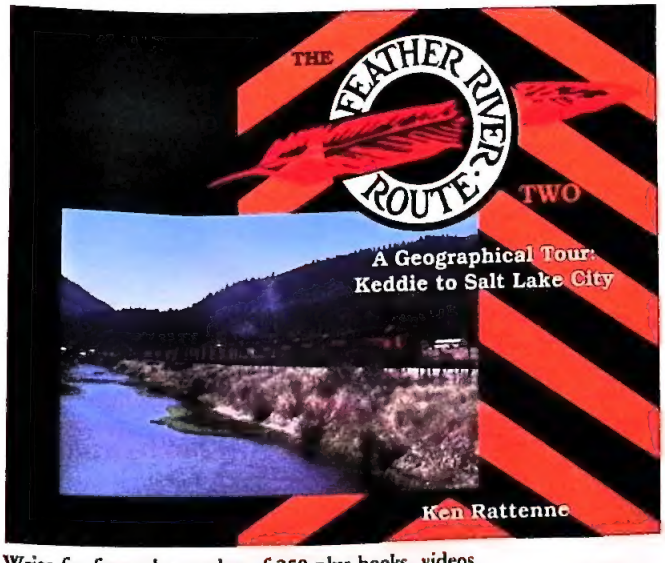
STEAMTOWN EKTACHROME: KEN LANZ

RICK BRESSER'S Eagle Scout project caboose was completed and posed for photos in March 1991 at the Steamtown shop. A summer of volunteer effort by Eagle candidate Bresser and fellow Scouts turned the rusted Conrail 18644 into Lehigh Valley 95003 as she looked when built by the Sayre Shop in May 1941. The caboose will be on public display at Steamtown in Scranton, Pa., this summer.

KODACHROME: JOHN C. BENSON

THIS FT B-UNIT built for the Northern Pacific and sold to Mexico's Sonora Baja-California Railroad (shown at the SB-C's Benjamin Hill shops on July 17, 1977), is presently slated for scrapping, while its cab-unit mate, 2203, is being restored by FNM for service. An effort should be made to at least preserve this sole-remaining example of an FT booster with dynamic brakes.

Feather River Route–Part Two A Geographical Tour: Keddie to Salt Lake City



It's been seven years since the Western Pacific Railroad lost its independence by merger into the Union Pacific System. In this, the second of a two-volume set, author Ken Rattenne takes you from the tiny railroad town of Keddie, deep in the Feather River Canyon, into the starkly magnificent desert country of Nevada and Utah, to Salt Lake City. Along the way, you'll see a salon of the railroad and its trains . . . from the 4-6-0s on the *Feather River Express* to FP7s on the *California Zephyr*, and from the "Fabulous Four" F-units to green-and-orange GP40-2s along the Humboldt. And it's done with spectacular photography and sensitive prose. For Western Pacific fans, this is THE book!

The Feather River Route is not meant to be an all-encompassing historic volume (though you will find much history), nor a technical treatise on motive power and rolling stock (though much of the railroad's hardware is presented). It is meant to convey the feeling of the railroad . . . the relationship between people and machines, and the battle they waged against nature and economic setbacks to keep the trains running. A Trans-Anglo book.

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GENERAL ELECTRIC

AMTRAK's AMD-103s, 32 in all, are set to begin arriving from GE in 1993. Their aerodynamic styling depicted here is based on the German ICE equipment design. Coming ahead of them in 1992 will be Amtrak's 20 new wide-nose Dash 8-32BWHs. These will be GE's first engines for Amtrak since it produced the P30CHs in the mid-1970s.

Railnews

SEPTA PCCs returned to service on Route 56 in Philadelphia on February 24. Car 2728 is shown eastbound (below) on Erie Avenue passing under the Frankford El. Buses had been used on the line since early 1990 after a water main break undermined this part of the street trackage. See page 42.

COLOR PRINT EVEN BERGSENGSTUEN

EMD G12 DEMONSTRATOR 7707, first delivered to Sweden and Norway in 1954, has been painted in its original demonstrator scheme. It's shown here before entering the diesel shops in Trondheim, Norway, where it's now being made operable again with traction motors rebuilt by the Norwegian State Railroads. The 7707 was purchased from the Swedish State Railroads in 1986 and brought to Norway by diesel enthusiasts who call themselves the "GM Gruppen" (group). See page 44.

EKTACHROME G. GERRISH WILLIAMS

KODACHROME: CHIP SHERMAN

THE "HASSAYAMPA SPECIAL" was the name of Grand Canyon Railway's steam train which ran on Santa Fe's Peavine line from Williams south to Phoenix and return during February 21-26. Powered by 2-8-0 No.18, the train (right) pulled up to Santa Fe Super Fleet GP60M 144 (one of those now wearing a U.S. flag) at Phoenix on February 23. The city's redeveloped Union Station was a part of the celebration. See page 44 .

BEST OF 1990

1990 was an exciting year in American Railroading. Pentrex crews traveled the nation to capture the railroad events and subjects that are worthy of inclusion in our continuing series, "The Best Of 1990." This year's selection of subjects includes a range of both steam and diesel action.

Highlights include:

UP Silver Zone Pass. This remote former Western Pacific line through Wendover, Nevada, is surprisingly busy with big-time railroading, as trains battle up the one percent grade to Silver Zone Pass.

Blue Unit Circus Train. Follow the Blue Unit of the Ringling Brothers and Barnum & Bailey Circus train, as it travels up the Northern Sacramento Valley into the mountains on the Southern Pacific's Valley District to Dunsmuir. From there the train traverses Cantara Loop and passes by breathtaking Mount Shasta on its way to Portland, Oregon.

Green Bay and Western "Boat Train." In 1990, the last railroad car ferry plying the waters of Lake Michigan may have made its final trip between Ludington, Michigan and Kewaunee, Wisconsin. The Green Bay & Western "boat train," powered by an Alco C-420 would travel from Green Bay to Kewaunee, where it would meet the ferry from Ludington. The engine would then swap cars with the ferry and head back to Green Bay. Pentrex captured this fascinating operation on tape in the fall before the operation was closed for the winter.

SP's Siskiyou Line. Explore the southern end of this scenic SP line from Medford, Oregon to Black Butte, California. This is big-time railroading with sustained three percent grades requiring run-through helpers on the heavy lumber trains. Semaphores are still in use on this line, which was once Southern Pacific's only mainline into Oregon.

Boone & Scenic Valley RR. You'll ride the cab of the last production line steam locomotive built in the world as it powers the trains over this scenic line. The locomotive was built in 1988 by the Datong Locomotive Works in China.

Railroads of Omaha. There is plenty of heavy-duty railroading to be experienced in this railroad town of Omaha, Nebraska, headquarters of the Union Pacific Railroad. In addition, the Burlington Northern, Chicago & North Western, Iowa Interstate, and the Chicago Central & Pacific railroads provide more action in Omaha, and in Council Bluffs, Iowa, across the river.

Frisco 1522. The Frisco 4-8-2 mountain engine stubbed her toe on the way to St. Paul, Minnesota. But a dedicated crew and some gracious help from the Burlington Northern Railroad at Galesburg, Illinois, got the engine back on the road again, ready for her next assignment.

Eisenhower Centennial. The Centennial Birthday celebration of Dwight David Eisenhower on October 14, 1990 provided an opportunity for three unusual trains to travel from Kansas City to Abilene, Kansas for the celebration. The Burlington Northern debuted their recently rebuilt A and B F-units, numbers one and two, at the head of their special train. Santa Fe warbonnet units powered their business car train and the Union Pacific sent the ever-popular steam locomotive #844 to pull their 23-car train. Other surprises awaited us at the day-long celebration as well!

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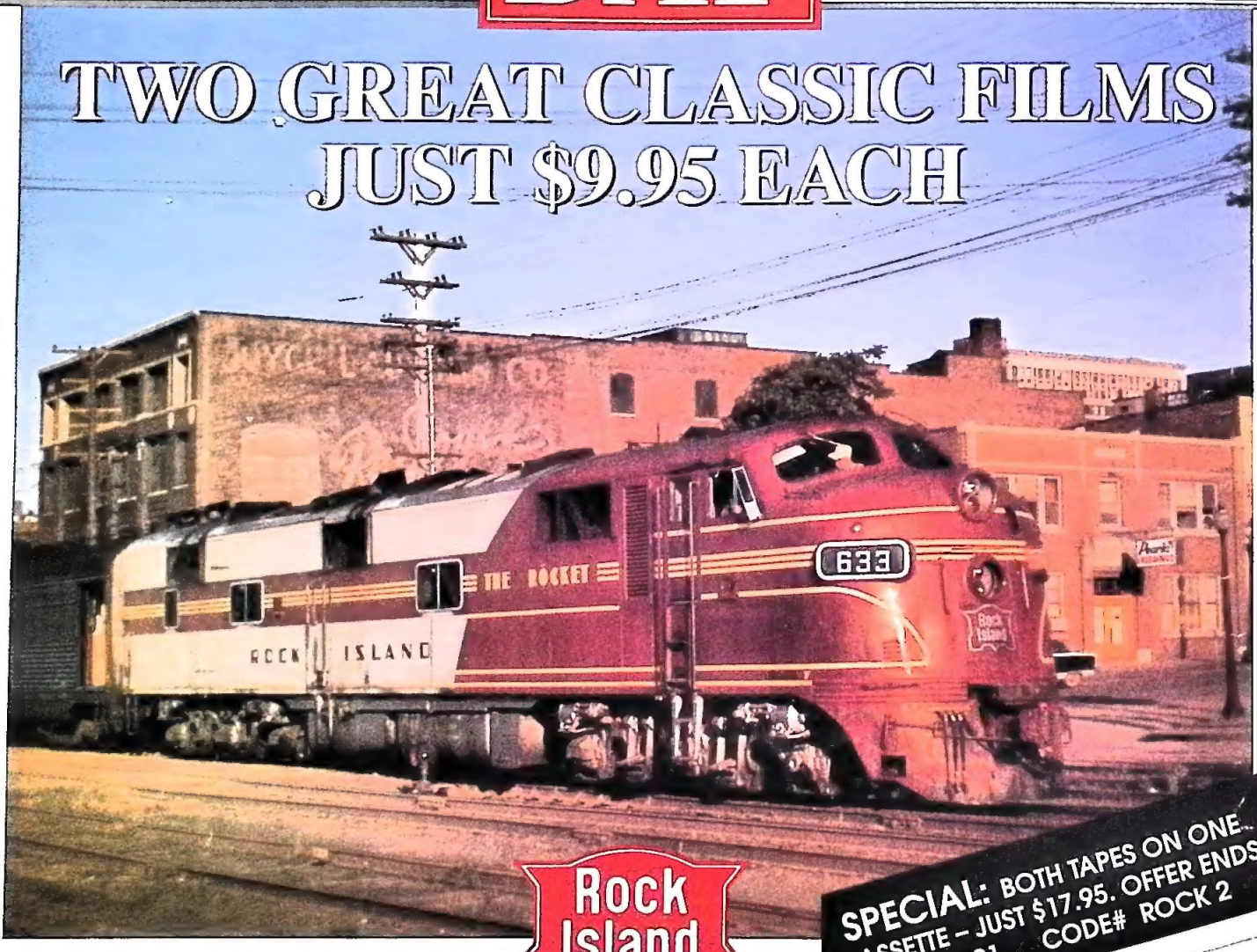

Rock Island

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Featured in the film is a trip aboard the Santa Fe Super Chief. We travel to the Los Angeles Union Passenger Terminal to buy our tickets and then board this sleek stainless steel train. Along the way we are shown the modern conveniences that passengers enjoyed during the 1950's. We also visit the Railway Express car and watch the mail being sorted by armed postal workers.

This film is filled with run-bys of such great railroads as Western Maryland, Great Northern, Santa Fe, Southern Pacific, Baltimore & Ohio, Denver & Rio Grande Western, along with many more.

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